

The Gazette



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No. 49] NEW DELHI, SATURDAY, DECEMBER 8, 1951

NOTICE

The undermentioned Gazettes of India Extraordinary were published during the week ending the 5th December, 1951 :—

Issue No.	No. and date	Issued by	Subject
191	S.R.O. 1845, dated the 23rd November, 1951.	Ministry of Law	Publication of Notifications for general information under rule 11 of the Representation of the People (Conduct of Elections and Election Petitions) Rules, 1951.
192	S.R.O. 1846, dated the 24th November, 1951.	Ministry of Finance (Revenue Division).	Exempting mustard oil from so much of the duty on export leviable thereon as is in excess of annas three per lb.
	S.R.O. 1847, dated the 24th November, 1951.	Ditto	Exemption of coconut oil from so much of the duty of Customs leviable thereon as is specified against each item.
92A	S.R.O. 1847 (A), dated the 25th November, 1951.	Ministry of Law	Publication of Notification under rule 11 of the Representation of the People (Conduct of Elections and Election Petitions) Rules, 1951.
193	S.R.O. 1848, dated the 26th November, 1951.	Ditto	Election of members in the Parliamentary Constituencies of the State of Ajmer.
	S.R.O. 1849, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the elections in the State of Ajmer.
	S.R.O. 1850, dated the 26th November, 1951.	Ditto	Fixation of polling hours from 8 A.M. to 12 Noon and 1 P. M. to 5 P. M. in the Parliamentary Constituencies of the State of Ajmer.
	S.R.O. 1851, dated the 26th November, 1951.	Ditto	Election of members in the Parliamentary Constituencies of the State of Bhopal.
	S.R.O. 1852, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the elections in the State of Bhopal.

Issue No.	No. and date	Issued by	Subject
194	S.R.O. 1853, dated the 26th November, 1951.	Ministry of Law	Election of members in the Parliamentary Constituencies of the State of Vindhya Pradesh.
	S.R.O. 1854, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the elections in the State of Vindhya Pradesh.
	S.R.O. 1855, dated the 26th November, 1951.	Ditto	Election of members in the Parliamentary Constituencies of the State of Kutch.
	S.R.O. 1856, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the elections in the State of Kutch.
	S.R.O. 1857, dated the 26th November, 1951.	Ditto	Election of members in the Council of States Constituencies in the State of Kutch.
	S.R.O. 1858, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the election in the Council of States Constituencies in the State of Kutch.
	S.R.O. 1859, dated the 26th November, 1951.	Ditto	Election of members in the Parliamentary Constituencies in the State of Manipur.
	S.R.O. 1860, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the election in the Parliamentary Constituencies in the State of Manipur.
	S.R.O. 1861, dated the 26th November, 1951.	Ditto	Election of members in the Council of States Constituencies in the State of Manipur.
	S.R.O. 1862, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the election in the Council of States Constituencies in the State of Manipur.
	S.R.O. 1863, dated the 26th November, 1951.	Ditto	Election of members in the Parliamentary Constituencies in the State of Tripura.
	S.R.O. 1864, dated the 26th November, 1951.	Ditto	Fixation of certain dates in connection with the election in the Parliamentary Constituencies in the State of Tripura.
	S.R.O. 1865, dated the 26th November, 1951.	Ditto	Election of members in the Council of States Constituencies in the State of Tripura.
195	S.R.O. 1866, dated the 27th November, 1951.	Ministry of Food and Agriculture.	The Paddy Straw (Prevention of Use for Packing) Prohibition Order, 1951.

Issue No.	No. and date	Issued by	Subject
196	S.R.O. 1868, dated the 29th November, 1951.	Ministry of Law	Election of members in the Parliamentary Constituencies in the State of Delhi.
	S.R.O. 1869, dated the 29th November, 1951.	Ditto	Fixation of certain dates in connection with the election in the Parliamentary Constituencies in the State of Delhi.
	S.R.O. 1870, dated the 28th November, 1951.	Ditto	Corrigendum to the Notification No. F.-85 (22)/51-C., dated the 15th November, 1951.
197	S.R.O. 1913, dated the 29th November, 1951.	Ditto	Fixation of polling hours from 8-30 A. M. to 12-30 P. M. and from 1-30 P. M. to 5-30 P. M. in the Parliamentary Constituencies of the State of Delhi.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

PART II—Section 3

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

MINISTRY OF LAW

New Delhi, the 28th November, 1951

S.R.O. 1929.—Corrigendum.—In the Delimitation of Parliamentary and Assembly Constituencies (Madras) Order, 1951, as modified by Parliament, the following further corrections shall be made:—

Page No.	Item No. in which correction is to be made.	Correction
APPENDIX TO THE ORDER		
47	(4)	For "and Narasipatnam, Panchayats" read "and Narasipatnam Panchayats and hamlets of Balighattam and Peddaboddepalle".
50	(24)	For "Thathiengarpet" read "Thathiengarpet Panchayat". For "Velayeduppu" read "Valayeduppu".

S.R.O. 1930.—Corrigendum.—In the Delimitation of Parliamentary and Assembly Constituencies (Madras) (Amendment) Order, 1951, as modified by Parliament, the following corrections shall be made:—

Page No.	Item No. in which correction is to be made.	Correction
PARAGRAPH-6—SCHEDULE.		
6	(17)	For "Kunchigumdam" read "Kunchigumadam". For "and Chellapuram" read "Tsallapuram, Jagannadhapuram, Radhikapuram, Puthikavalasa and Vasudevapuram".

Page No.	Item No. in which correction is to be made	Correction
7	(18)	For "Neladripuram" read "Neeladripuram". For "Seripeta" read "Seripeta". For "Vijayampuram" read "Vijayarampura (Census No. 86). For "Anjuncyapuram" read "Anjaneyapuram". For "Poripi" read "Peripi". For "Pedanaidupalli" read "Pedanadipalli". For "Chinanaidupelli" read "Chinanadipalli". For "and Nelivada" read ", Nelivada, and Viziarampuram (Census No. 218)."
	(19)	For "Santavurili" read "Santavuriti". For "Bonam" read "Banam".
	(20)	For "Narasimhapuram" read "Narasapuram". For "Chellapuram" read "Neelapuram". For "Jhanwada" read "Thamada". For "Masedu Agraharam" read "Maseedu Agraharam". For "Chinaraopelli" read "Chinaraopalli". For "Dallavalso" read "Dallavalasa". For "Sheeramahammadpuram", in the heading as well as in the body, read "Shermahammadpuram". For "Abnajipeta" read "Alamajipeta". For "and Pudivala" read ", Pudivala and Viziarampuram".
7	(21)	For "Derasan" read "Derasam". For "Surapuram" read "Surampeta". For "Domnam" read "Domam". For "Sheeramahammadpurampeta" read "Shermahammadpurampeta". For "and Chellayamma Agraharam" read ", Chellayamma Agraharam, Jarajam and Ajjaram".
	(22)	For "Venkatarapeta" read "Venkatarapeta (Census No. 156)". For "Surapuram ((Hamlet))" read "Surapuram, Venkatarapeta (Census No. 200), Erravaram, Venkatapuram".
	(23)	For "Kottavalasa" read "Nilakanthapuram". For "Balighattam" read "Sundarayyapeta, Uteravilli, Kothavalasa Panchayat, Mangalipalem".
	(24)	For "and Kantikapalli" read "Kantikappali, Rangapuram Mamidipalli and Peddaraopalli".
	(25)	For "Kottam," read "Venkatarajupalem, Kottam Panchayat".
9	(26)	For "Chinabattivalasa" in the 4th line, read "Pinathadivada".
10	(31)	For "Lova Mukundapuram" read "Lovamukundapuram group".
	(34)	For "and Chidikada" read ", Chidikada and Varahapuram".
11	(36)	For "Devapuram" read "Devapuram Mutta". For "Jinabadu" read "Jinabadu Mutta". For "Jerrakonda" read "Jeerakonda Mutta". For "Peddakota" read "Peddakota Mutta". For "Pinnekota" read "Pinnakota Mutta".
	(39)	For "Chidipalli Agraharam" read "Gogam Chidipalli".
	(41)	For "Diddi" read "Dibbidi".

Page No.	Item No. in which correction is to be made	Correction
12	(44)	For "and Gadirayi" read ", Gadirayi, and Appalarajupuram."
	(48)	For "and Siddeswaram" read ", Siddeswaram and Dolphins' Nose."
13	(53)	For "end Chipurupalli (East)" read ", Chipurupalli (East) and Mantripalem."
14	(55)	For "Theenarla" read "Pedda tinarla". For "Chidikada" read "Chidika".
19	(79)	For "Kodummarai" read "Kodumbarai". For "Keerampatti" read "Keeranipatti".

[No. F.85(5)/51-C.]

B. G. MURDESHWAR, Dy. Secy.

MINISTRY OF HOME AFFAIRS*New Delhi, the 4th December 1951*

S.R.O. 1931.—In exercise of the powers conferred by clause (1) of article 258 of the Constitution, the President hereby entrusts to the Government of Hyderabad, with its consent, the functions of the Central Government under section 5 of the Indian Passport Act, 1920 (XXXIV of 1920), and rule 2 of the Indian Passport Rules, 1950.

[No. 4/13/51-F.I.]

FATEH SINGH, Dy. Secy.

MINISTRY OF EXTERNAL AFFAIRS*New Delhi, the 30th November 1951*

S.R.O. 1932.—In pursuance of sub-section (2) of section 4 of the Port Haj Committees Act, 1932 (XX of 1932), the Central Government is pleased to nominate Dr. V. V. Puri, Executive Health Officer, Bombay Municipal Corporation, as a member of the Port Haj Committee, Bombay, with effect from the 17th October, 1951, *vice* Dr. K. N. Choksy.

[No. 696-AWT/51.]

New Delhi, the 1st December 1951

S.R.O. 1933.—In pursuance of sub-section (5) of section 11 of the Port Haj Committees Act, 1932 (XX of 1932), the election by the Port Haj Committee of Bombay at its meeting held on the 20th October, 1951, of Haji Hasanally P. Ebrahim, M.L.A., Bombay, as the Chairman, and of Haji Ahmed Haji Abdullah and Shri M. O. Kokil, M.L.A., Bombay, as the Vice-Chairman of the said Committee is hereby notified.

[No. 697-AWT/51.]

AVTAR SINGH, Under Secy.

MINISTRY OF FINANCE**(Department of Economic Affairs)***New Delhi, the 28th November 1951*

S.R.O. 1934.—In exercise of the powers conferred by sub-section (2) of section 6 of the Bengal Finance (Sales Tax) Act, 1941 (Bengal Act VI of 1941), as extended

to the State of Delhi, the Central Government hereby makes the following amendments in the Schedule to the said Act, namely:—

In the said Schedule—

(a) for item 25, the following item shall be substituted, namely:—

25. All books.

(b) after item 35, the following items shall be inserted, namely:—

36. Raw hides and skins.

37. Bullion and specie.

38. Fertilisers.

[No. F. 5(7)-P/51.]

S.R.O. 1935.—In exercise of the powers conferred by sub-section (2) of section 6 of the Bengal Finance (Sales Tax) Act, 1941 (Bengal Act VI of 1941), as extended to the State of Delhi, the Central Government hereby gives three months' notice of its intention to make the following amendments in the Schedule to the said Act, namely:—

In the said Schedule—

(1) In item 27, for the words "mechanically propelled vehicles" the words "such machinery" shall be substituted.

(2) After item 38, the following items shall be inserted, namely:—

39. Water, but not aerated water or mineral water or water sold in bottles or sealed containers.

40. All goods on which duty is or may be levied under the Punjab Excise Act, 1914 as extended to the State of Delhi or the Opium Act, 1878.

41. Khadi.

[No. F. 5(7)-P/51.]

O. K. GHOSH, Dy. Secy.

MINISTRY OF FINANCE (REVENUE DIVISION)

CENTRAL EXCISES

New Delhi, the 8th December 1951

S.R.O. 1936.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (I of 1944), and all other powers enabling it in that behalf, the Central Government hereby directs that the following further amendments shall be made to the Central Excise Rules, 1944, namely:—

After rule 10 of the said Rules, the following rule shall be inserted, namely:—

"10A. *Residuary powers for recovery of sums due to Government.*—Where these Rules do not make any specific provision for the collection of any duty, or of any deficiency in duty if the duty has for any reason been short-levied, or of any other sum of any kind payable to the Central Government under the Act or these Rules, such duty, deficiency in duty or sum shall, on a written demand made by the proper officer, be paid to such person, and at such time and place, as the proper officer may specify."

[No. 35.]

D. P. ANAND, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

CORRIGENDUM

New Delhi, the 4th December 1951

S.R.O. 1937.—In the Schedule to the Notification of the Government of India in the Ministry of Commerce and Industry No. S.R.O. 1316, dated the 28th August 1951

published in the *Gazette of India* dated 1st September 1951 on pages 1351 and 1352:—

1. For "Furnishing Fillet", read "Burnishing Fillet".
2. For "Waltons Bruses", read "Waltons Brushes".
3. For "Phillipsons Sheets", read "Phillipsons Sheets".
4. For "Phillipsons Top Clearer Strips", read "Phillipsons Top Clearer Strips".
5. For "Card Tasks", read "Card Tacks".
6. For "Lockerin Fillet", read "Lickerin Fillet".
7. For "For Waste and Wedding Cards", read "For Waste and Wadding Cards".

[No. PC-2(33)/51.]

New Delhi, the 4th December 1951

S.R.O. 1938.—In exercise of the powers conferred by Section 4 of the Supply and Prices of Goods Act, 1950 (LXX of 1950), the Central Government hereby directs that the following amendment shall be made in the notification of the Government of India in the late Ministry of Industry and Supply, No. S.R.O. 66, dated the 15th January 1951, namely:—

In the Schedule annexed to the said notification, in both items 1 and 3, for clause (a) in the entry in column 3 the following clause shall be substituted, namely:—

"(a) actual railway freight by goods train or actual transport charges by sea from any of the localities specified in column 2 to the place of destination, and".

[No. PC-7(14)/50(I).]

S.R.O. 1939.—In exercise of the powers conferred by Section 4 of the Supply and Prices of Goods Act, 1950 (LXX of 1950), the Central Government hereby directs that the following amendment shall be made in the notification of the Government of India in the Ministry of Commerce and Industry, No. S.R.O. 416, dated the 21st March 1951, namely:—

In the Schedule annexed to the said notification, for clause (a) in the entry in column 3 against item 1 the following clause shall be substituted, namely:—

"(a) actual railway freight by goods train or actual transport charges by sea from Bombay to the place of destination, and"

[No. PC-7(14)/50(II).]

New Delhi, the 8th December 1951

S.R.O. 1940.—In exercise of the powers conferred by section 3 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government hereby directs that the following further amendment shall be made in the Cotton Textiles (Control) Order, 1948, namely:—

In paragraph (d) of sub-clause (3) of clause 21 of the said Order—

(a) in sub-paragraph (v) for the words and figures "September 1951 and every subsequent month" the words and figures "each of the months of September, October and November, 1951" shall be substituted;

(b) after sub-paragraph (vi) the following sub-paragraph shall be added, namely:—

"(vii) during December 1951 and every subsequent month a quantity of yarn intended for sale in India less than $87\frac{1}{2}$ per cent. of the total quantity of yarn packed by him in the same month: provided, however, that out of the remaining quantity packed, the quantity of yarn falling under any of the groups specified in the Table below shall not be more than 20 per cent. of the total quantity of yarn packed by him in that month in the same group.

TABLE

<i>Group</i>	<i>Count</i>	<i>Range</i>	<i>and</i>	<i>Description</i>
I	1s to 6s	(both inclusive)		(waste) (single)
II	1s to 6s	(both inclusive)		(waste) (folded)
III	6s to 14s	(both inclusive)		(single)
IV	6s to 14s	(both inclusive)		(folded)
V	16s to 20s	(both inclusive)		(single)
VI	16s to 20s	(both inclusive)		(folded)
VII	22s to 30s	(both inclusive)		(single)
VIII	22s to 30s	(both inclusive)		(folded)
IX	32s to 40s	(both inclusive)		(single)
X	32s to 40s	(both inclusive)		(folded)
XI	41s to 78s	(both inclusive)		(single)
XII	41s to 78s	(both inclusive)		(folded)"

[No. 9(4)-CT/51-13.]

C. R. NATESAN, Dy. Secy.

New Delhi, the 5th December 1951

S.R.O. 1941.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to direct that the following amendment shall be made in the Notification of the Government of India in the Ministry of Industry and Supply, No. I(1)-1(530)D, dated the 26th May 1948, as amended from time to time, namely:—

To the Schedule annexed to the said Notification, the following entry shall be added, namely:—

"Director of Industries, Government of Pepsu, Patiala."

[No. SC(A)-4(76).]

S.R.O. 1942.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to direct that the following amendment shall be made in the Notification of the Government of India in the Ministry of Industry and Supply, No. I(1)-1(699)/48-B, dated the 16th August 1948, as amended from time to time, namely:—

To the Schedule annexed to the said Notification, the following entry shall be added, namely:—

"Director of Industries, Government of Pepsu, Patiala."

[No. SC(A)-4(76)A.]

S.R.O. 1943.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to direct that the following amendment shall be made in the Notification of the Government of India in the Ministry of Industry and Supply, No. I(1)-1(106), dated the 8th March, 1948, as amended from time to time, namely:—

To the Schedule annexed to the said Notification, the following entry shall be added, namely:—

"Director of Industries, Government of Pepsu, Patiala."

[No. SC(A)-4(76)B.]

S.R.O. 1944.—In exercise of the powers conferred by sub-clause (a) of Clause 2 of the Iron and Steel (Control of Production and Distribution) Order, 1941, the Central Government is pleased to authorise the Director of Industries, Government of PEPSU, to exercise the powers of the Controller under Clause 11D of the said Order within the State of PEPSU.

[No. SC(A)-4(32).]

J. BYRNE, Dy. Secy.

CENTRAL TEA BOARD

New Delhi, the 8th December 1951

S.R.O. 1945.—In pursuance of section 4 of the Central Tea Board Act, 1949 (XIII of 1949), the Central Government is pleased to notify that the Government of Assam has nominated Shri G. C. Phukan, M.A., B.L., Deputy Secretary to the Government of Assam, Finance Department, as a member of the Central Tea Board, *vice* Shri S. L. Mehta, I.C.S., resigned.

2. Shri G. C. Phukan shall hold office for a term of three years with effect from the date of this notification.

[No. 306(1)-Tea/Plant/51.]

M. R. A. BAIG, Dy. Secy.

MINISTRY OF FOOD AND AGRICULTURE

INDIAN COUNCIL OF AGRICULTURAL RESEARCH

New Delhi, the 27th November 1951

S.R.O. 1946.—Under Rules 2(33)(g) and 41(20) of the Rules of the Indian Council of Agricultural Research, Shri Devji Ratiansey has been elected by the Indian Central Oilseeds Committee *vice* Shri R. Venkatasubba Reddiar to represent that Committee on the Council and its Advisory Board for a period of three years with effect from the 3rd November, 1951, or until such time as he continues to be a member of the Indian Central Oilseeds Committee, whichever period expires earlier.

[No. F.63(3)/51-Adn.]

N. K. BHOJWANI, Dy. Secy.

AGRICULTURE

New Delhi, the 28th November, 1951

S.R.O. 1947.—In exercise of the powers conferred by section 3 of the Essential Supplies (Temporary Powers) Act, 1948 (XXIV of 1948), the Central Government hereby directs that with effect from the 1st January, 1952, the following further amendments shall be made in the Fruit Products Order, 1948, namely:—

In the said Order:—

1. For sub-clause (c) of clause 2, the following sub-clause shall be substituted, namely:—

“(e) ‘Licencing Officer’ means the Agricultural Marketing Adviser to the Government of India and includes any officer authorised by him to perform all or any of the functions of the licencing officer under the Order.”

2. For clause 3, the following shall be substituted, namely:—

“3. The licencing officer shall constitute for each State an Advisory Committee for the purposes of this Order, consisting of one Scientist nominated by the licencing officer who shall be the Chairman, one person nominated by the State Government representing the consumers of the State and one person elected by the licence holders of the State in the manner specified by the licencing officer. The Chairman shall be the Convener”.

3. For sub-clauses (1) and (2) of clause 5 the following sub-clauses shall be substituted, namely:—

“(1) Every application for a licence in Form A shall be submitted to the licencing officer in duplicate in Form B and shall be accompanied by a sum calculated as provided in sub-clause (2) with reference to the value of the estimated output.

(2) The licence fee shall be a sum calculated at the rate of rupees forty for the first four thousand rupees or part thereof; and there-after at the rate of rupees five for every five hundred rupees or part thereof based on the value of the estimated output during the period of validity of the licence. In case the actual production exceeds the estimated production the licensee shall pay supplementary licence fee at the rate above mentioned for the production in excess. The fee once paid will be non-refundable except when the licence is refused or when the actual production falls below the production on which the licence fee

is paid. In the latter case the licence fee paid in excess of that due on the actual production alone will be refundable subject to (i) the satisfaction of the licensing officer that the underproduction is due to circumstances beyond the control of the licensee and (ii) the minimum licence fee of rupees forty being paid by the licensee in every case.

*Explanation:—*For the purpose of this clause the value of actual or estimated output shall take into account the prevailing price for delivery at the factory, inclusive of charges for packing material and manufacturer's profits".

4. In clause 14—

- (a) in sub-clause (c) the words "or cause to be inspected" shall be omitted.
- (b) in sub-clause (d) the words "or authorise any person to enter and search" and the words "or authorise any person to seize" shall be omitted.
- (c) in sub-clause (e) for the words "State Government" the words "licencing officer" shall be substituted.

5. In clause 16, for the words "State Government" the words "Government" shall be substituted.

6. Note below Form 'B' of Appendix to the Order shall be omitted

[No. F. 7-2/51-Fr.]

New Delhi, the 1st December 1951

S.R.O. 1948.—*Corrigendum.*—In this Ministry notifications No. F4-5/50-Mkt, dated the 7th September, 1951 and 20th October, 1951 for the words and figures "Bristles Grading and Marking Rules 1951" the following may be substituted:—

"Bristles Grading and Marking Rules 1950".

[No. F4-5/50-Mkt.]

A. G. MENON, Dy. Secy.

New Delhi, the 29th November 1951

S.R.O. 1949.—In pursuance of clause 9 of the Sugar and Gur Control Order 1950, the Central Government is pleased to direct that the following further amendment shall be made to the late Ministry of Agriculture Notification No. S.R.O. 792, dated the 19th October, 1950:—

In "The Schedule" to the said notification under the column "Designation of Officer", after the entry "All District Magistrates in Bombay State"—

add "Additional Dy. Director of Civil Supplies (Districts)",

"Revenue Officers of and above the grade of Aval Karkun",

"Price Inspectors",

"District Supply Officers",

"Supply Head Clerks",

"Officers of the Excise Department of and above the rank of Sub-Inspectors.",

"Police Officers of and above the rank of Sub-Inspector under the control of the Additional Assistant to the Inspector General of Police, Anti-Corruption Branch, Poona, including those appointed for the enforcement of Government Orders regarding Food Supply",

"Rationing Officers and Assistant Rationing Officers",

"Officer in charge of Revenue Circles",

"Rationing Inspectors, Assistant Rationing Inspectors and Rationing Sub-Inspectors",

"District Distribution Superintendents",

"Supply Head Karkuns".

under the Column "Extent of Powers", against the above entries,

add "In respect of search and inspection only".

[No. SV-105(3)/50-51.]

P. A. GOPALAKRISHNAN, Joint Secy.

MINISTRY OF HEALTH

New Delhi, the 29th November 1951

S.R.O. 1950.—The following draft of a further amendment to the Drugs Rules, 1945, which it is proposed to make in exercise of the powers conferred by sections 12 and 33 of the Drugs Act, 1940 (XXIII of 1940), is published as required by the said sections for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 1st March, 1952.

Any objections or suggestions which may be received from any person in respect of the said draft before the date specified will be considered by the Central Government.

Draft Amendment

In the said Rules, for sub-rule (2) of rule 1, the following sub-rule shall be substituted, namely:—

“(2) Parts I to IV extend to the whole of India except the State of Jammu and Kashmir. The remaining Parts extend to Part C States only.”

[No. F. 3-2/51-DS.]

New Delhi, the 1st December 1951

S.R.O. 1951.—The following draft of further amendments to the Drugs Rules, 1945, which it is proposed to make in exercise of the powers conferred by sections 12 and 33 of the Drugs Act, 1940 (XXIII of 1940), is published as required by the said sections for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 8th March, 1952.

Any objections or suggestions which may be received from any person in respect of the said draft before the date specified will be considered by the Central Government.

Draft Amendments

In Part XII of Schedule F to the said Rules:

- (1) Under the heading ‘D-Preparations containing any vitamins in a form not to be administered parenterally’, in the paragraph relating to ‘Labelling’, entry (2) shall be omitted.
- (2) Under the heading ‘E-Preparations containing Liver Extract in any form not to be administered parenterally’, the paragraph relating to ‘Labelling’ shall be omitted.
- (3) Under the heading ‘F-Preparations containing Hormones in any form not to be administered parenterally’, the paragraph relating to ‘Labelling’ shall be omitted.

[No. F. 1-23/51-DS.]

J. N. SAKSENA, Under Secy.

MINISTRY OF COMMUNICATIONS

POSTS AND TELEGRAPHS

New Delhi, the 30th November 1951

S.R.O. 1952.—In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), the Central Government is pleased to direct that the following further amendments shall be made in the Indian Post Office Rules, 1933, namely:—

In Chapter 2, Part II, Rule 5, Page 35, Under Parcels.

The sentence beginning from “in the case of Aden” and ending with “shall be obligatory” shall be deleted.

[No. C-53-2/51.]

K. V. VENKATCHALAM, Dy. Secy.

MINISTRY OF TRANSPORT**MERCHANT SHIPPING**

New Delhi, the 30th November 1951

S.R.O. 1953.—In pursuance of rule 42 of the Indian Merchant Shipping (Life-Saving Appliances) Rules, 1934, and in supersession of the Notification of the Government of India in the late Department of Commerce No. 115-M.II/ dated the 26th January 1935, the Central Government hereby directs that the procedure outlined below shall be followed in respect of examinations held in India for the grant of Certificates of Efficiency as Lifeboatmen:—

LIFEBOATMEN EXAMINATION RULES

1. Time and place of examination.—The times and places at which examinations for Certificates of Efficiency as Lifeboatmen will be held are shown in Appendix "A" hereunto annexed.

2. Validity of Certificates.—Certificates issued as the result of these examinations will be accepted under any rules made under the Indian Merchant Shipping Act, 1923, and will be recognised by the U.K. Ministry of Transport as valid Certificates of Efficiency as Lifeboatmen in the United Kingdom.

3. Qualifications of Candidates.—Applicants for Lifeboatmen's Certificates must be not less than 18 years of age and must be free from any physical or other disability which would render them unfit for performing the duties of a lifeboatman. They must also have had service at sea amounting to not less than six months in the case of pursers, wireless operators, engineers, surgeons or other officer ratings who apply for examination, and not less than one year in the case of deck ratings, firemen, stewards and all other candidates.

NOTE.—The examination of duly qualified women is admissible but women will not be allowed to be counted towards the minimum numbers of Certificated Lifeboatmen prescribed in rule 42 of the Indian Merchant Shipping (Life-Saving Appliances) Rules, 1934.

4. Responsibility of shipowner.—Where a shipping company, shipowner, agent or the master of a ship desires members of a crew to be examined the responsibility of getting the candidates' applications made, of getting the candidates together on the appointed day and of arranging for a suitable boat for the examination will rest with the said shipping company, shipowner, agent or master.

The number of men to be presented for examination on each occasion must be arranged with the Principal Officer, Mercantile Marine Department or his deputy at the port but in no case can fewer than ten candidates be dealt with.

5. How to apply, Fees, etc.—A form of application in Form Exn. 2-B(India), vide Appendix "C" hereunto annexed, must be duly completed for each candidate and should be sent together with his Continuous Discharge Certificate or other document in evidence of sea service to the Principal Officer, Mercantile Marine Department, or his deputy at the port at which it is desired that the candidate should be examined, with a fee of rupee one for each candidate.

Conveyance allowance at Re. 1 per mile or part of a mile for the examiners' attendance at the place fixed for the examination should also be remitted to the Principal Officer or his deputy with each ship's application.

The Principal Officer will arrange a convenient date and time for the examination to take place, and, if necessary, advise the number of candidates who can be dealt with at that time.

6. Identification of Candidate.—At the appointed time and place the examiner will proceed with the examination after satisfying himself that each candidate presented for test has the necessary general qualifications and is a person in respect of whom a form of application as prescribed in paragraph 5 above has been received, and after identifying the candidate by the descriptive particulars in his Continuous Discharge Certificate or other document.

7. Particulars of boat to be used.—The boat selected for the examination is to be a Class I(a) lifeboat as specified in the Indian Merchant Shipping (Life-Saving Appliances) Rules, 1934, fully equipped as prescribed by those rules and fitted with mast and sails, and compass.

The boat may be under davits fitted with wire or cordage falls.

8. Supervision by ship's officer.—The lowering of the boat should be under the supervision of a ship's officer or other responsible person appointed by the shipowner, agent or master. The Government of India does not accept responsibility for any accident which may occur in the course of the examination.

To avoid accidents candidates should be warned:—

- (a) Never to let go anything unless ordered to do so by the person in charge.
- (b) Not to attempt to swing the boat by hauling on the grab lines.
- (c) At the order "Still" to stop what is being done until the order "Carry on" is given.

NOTE.—When a boat is being lowered, at the order "Still" the lowerers will delay the falls, all other movements being suspended at this order.

9. Wearing of Life-jackets.—Candidates must muster in life-jackets which should be worn throughout the examination unless the examiner, at his discretion allows them to be dispensed with during a portion of the examination.

NOTE.—Life-jackets must always be worn by the candidates when entering the boat.

10. Executive orders to be in English.—The executive orders given by the examiner and the candidates throughout the examination are to be given in the English language and the candidates will be expected to have sufficient knowledge of that language to enable them to understand and carry out the orders given.

NOTE.—Candidates may be permitted to use a vernacular when answering questions or describing the boat's equipment and its uses.

11. Requirements from candidates under examination.—Each candidate will be required:—

- (i) To take part in the preparation, swinging out and lowering of the boat, and in getting the boat away from the ship; and to show that he is competent to take charge of these operations.
- (ii) To pull and steer, and act as coxswain when the boat is afloat.
- (iii) To know the details and use of the equipment.
- (iv) To show that he understands all the orders commonly used in the operation of boat handling.

12. Operation of swinging out the boat to be repeated.—In the examination the operation of swinging the boat out from a choked and gripped position will be repeated several times, the respective positions of the candidates under examination being varied each time.

Each candidate will also be required to act as one of the lowerers, which can be arranged by lowering the boat by stages, instead of the complete lowering of the boat being effected with two men only acting as lowerers.

13. Conduct of Examination.—The examination will be divided into three parts, viz.,—

- (1) Knowledge of the statutory equipment of the boat.
- (2) Swinging out and lowering.
- (3) Handling afloat.

Five marks will be allotted for each part and to qualify for a Certificate of Efficiency a minimum of ten marks must be obtained by the candidate and the loss of three marks in any one part of the examination will constitute a failure.

A suggested order of examination is given in Appendix "B" hereunto annexed for general guidance and information but the examiners will not necessarily follow this order.

14. Mark Sheet.—A mark sheet in Form Exn. 3-B (India), *vide* Appendix "C" hereunto annexed, showing the marks deducted and the marks gained by each candidate is to be prepared by the examiner.

15. Report of Examination.—After the examination Section B of each candidate's application in Form Exn. 2-B (India) will be duly completed by the examiner and will be submitted by him together with the candidate's Continuous Discharge Certificate or other document to the Principal Officer, Mercantile Marine Department of the District in which the examination has been held, who will cause Section C of the form to be filled up.

16. Issue of Certificates.—Where the report of the examination is satisfactory the Principal Officer, Mercantile Marine Department of the District in which the examination has been held will make out a Certificate of Efficiency in Form Exn. 1-B (India), *vide* Appendix "C" hereunto annexed.

The Certificate will be issued to the candidate either direct or through the shipowner, agent or master, and the Continuous Discharge Certificate or other documents belonging to the candidate will be returned at the same time.

17. Candidate to sign Certificate.—The candidate will be required to sign his name on the Certificate and this should be done in the presence of a Principal Officer, Mercantile Marine Department, a Shipping Master or the shipowner's representative as the case may be.

18. Certificates to be prepared in duplicate.—Certificates of Efficiency as Lifeboatmen will be prepared in duplicate and one copy duly signed by the person to whom it is granted will be maintained in record by the Principal Officer by whom it is issued.

19. Delivery of Certificates through Shipping Masters at out ports.—If desired arrangements will be made for the delivery of the Certificates through any Shipping Master in India.

20. Endorsement of Seamen's Continuous Discharge Certificates.—In cases where a seaman has a Continuous Discharge Certificate a note of the issue to him of a Certificate of Efficiency as Lifeboatman will be endorsed on it.

21. Cancellation of Certificates.—If the Government of India has reason to believe that a person holding a Certificate of Efficiency as Lifeboatman no longer possesses the necessary qualifications they may require him to be re-examined and may cancel the Certificate if the result of the examination is not satisfactory.

No fee will be chargeable for an examination held in accordance with the provisions of this paragraph.

APPENDIX 'A'

Examinations of seamen for Certificates of Efficiency as Lifeboatmen will be held at the ports, on the days and by the officers set out in the following table:—

Port	Date*	Examiners
Bombay	By arrangement with the Principal Officer of the Mercantile Marine Department.	(a) The Nautical Surveyor or (b) Any pilot or other person in possession of a Certificate of Competency as Master of a foreign-going ship and who is specially authorised by the Principal Officer.
Calcutta	Do.	Do.
Madras	Do.	(a) The Principal Officer Mercantile Marine Department. or (a) Any pilot or other person in possession of a Certificate of Competency as Master of a foreign-going ship, and who is specially authorised by the Principal Officer, Madras.
Vizagapatam . .	By arrangement with the Principal Officer of the Mercantile Marine Department, Madras.	Do.

*Note.—In Bombay and Calcutta examinations of lifeboatmen will not be held during weeks in which examinations for Masters and Mates are conducted.

APPENDIX 'B'

Suggested order for the examination of seamen for Certificates of Efficiency as Lifeboatmen

1. The candidates fall in standing in single line with lifejackets on facing the boat. One of them is then asked to act as coxswain and to detail the crew to their various stations.

The stroke oarsman takes station abreast the stern post, the bowman abreast the stem and the lowerers opposite the falls

2. Whilst in this position the candidates should be called out individually and questioned as to their knowledge of the details of the boat, the disengaging gear and the equipment and management of the boat.

3. Candidates may be expected to answer any selection from the following questions:—

How many oars are there in the boat?

What are the parts of an oar?

How are the oars stowed in the lifeboat?

How many loathooks are there?

How many axes and where kept?

How many plugs and where kept?

How much bread or biscuit should there be in the biscuit tank?

How much water should there be in the water breakers?

How to get water out of breaker?

What is the use of bailers and buckets?

How would you attract attention at night?

Show how to light red lights?

Have you any other means of attracting attention at night?

How long should the lamp burn?

What oil is to be carried?

Name parts of sail?

Which side of a boat do you attach sheet to and to what do you make sheet fast?

Where does the tack of a standing lug make fast?

Where does the tack of a dipping lug make fast?

How would you distinguish parts of sail in the dark?

What is the use of a reef, tie a reef point?

Describe difference between standing and dipping lugs?

What would you do in the event of having to lower sail in bad weather?

What is a very important thing to remember when handling a boat under sail?

Describe the use of the sea anchor?

Describe the use of an oil bag?

How would you bring a boat head to sea?

Which gribes would you let go first when about to swing a boat out?

Before lowering a boat what is important to see to?

When a boat is lowered in the water which tackle do you let go first?

If the forward tackle is let go first, what happens if ship has headway?

How would you tell number of people a boat is certified to carry?

What are lifelines for?

What is there in the boat for providing buoyancy?

What are the buoyancy tanks made of?

How would you distinguish the steering oar from the others?

Candidates to name any points of the compass if asked.

4. *Clear Away*.—On the coxswain giving the order "Clear away", the boat's covers and spreaders if in place are removed by the combined crew, and the bowman and stroke oarsman get into the boat. The bowman sees that the painter is clear and ready to pass to the deck, and also sees that the forward lifeline is clear. The stroke oarsman sees the after lifeline clear, ships the plug and prepares to ship the rudder or steering oar. Both these men should see that oars and boat hooks are clear and ready for use. The lowerers see that the falls are taut and properly belayed and clear for running. Other members, as detailed, release the gripes (outboard gripes first) and see that the chocks and gripes are clear, and the boat ready for turning out. The crew then return to their former positions, with the exception of the bowman and stroke oarsman.

5. *Swing out*.—At this order the boat is swung out as quickly as possible and brought square to the ship's side and the guys secured. The painter is passed forward to a suitable position and the rudder or steering oar shipped. Before the boat is lowered, the operation of swinging out from the chocked and griped position (there is no reason to deal with covers or spreaders again) should be repeated several times. A different man should act as coxswain each time, and the positions of the other candidates should be varied.

6. *Lower Away*.—At this order the boat is lowered, the looms of the oars being used for fending off the ship's side, care being taken that the boat is kept as near as possible on an even keel. When the boat is waterborne the remainder of the crew will take their places in the boat. The oarsmen will unhook the falls, ship outboard crutches, and toss their oars. The bowman either hauls in or slips the painter, and with the stroke oarsman shoves the boat away from the ship's side with boat hook or oar. Each member of the crew should take part in the actual lowering of the boat in turn. This can be arranged by lowering in stages.

7. *Still and Carry On*.—The order "Still" is given when, through some misunderstanding or accident, or for the purpose of instruction it is necessary to suspend operations. At this order each man stops what he is doing, retaining his position and remaining silent, and if the order is given whilst the boat is being lowered the lowerers immediately take an extra turn of the falls or belay them. At the order "Carry On" operations are resumed.

8. *Practice Afloat*.—Every candidate should be capable of descending unaided into a boat alongside the ship by means of a side ladder suspended over the ship's side.

When the boat is afloat each member of the crew should be required to take turn in rowing, steering and giving orders also in assisting to set the sail, float the sea anchor and to bring the boat alongside.

9. *Orders for leaving the ship's side*.—The order is "Let Go the Painter" "SHOVE off Forward".

NOTE.—When the boat is manned see that the crew are sitting square on the thwarts facing aft.

"Toss Oars".—Oars vertical, blades fore and aft.

"Down Oars".

"Give Way Together".

10. *Orders for a Lifeboat under way under oars*.—Candidates are required to take charge and act as Coxswain, giving the necessary orders for turning short round to port or starboard.

To turn boat short round, head to port:—

"Back Water Port".

"Give Way Starboard".

When round far enough, give the order:—

"Give Way Together" or—

"Oars".—At this order the crew take one more stroke and come to position "Oars", sitting erect, facing square aft, oars horizontal blades fore and aft and in line with gunwale.

To turn boat short round, head to starboard:—

"Back Water Starboard".

"Give Way Port".—When round far enough, give the order—

"Give Way Together" or—

(A)

PORT OF.....

Application to be examined for a Certificate of Efficiency as Lifeboatman.



Name in full.

Particulars of Continuous Discharge Certificate or other document.

Date and place of birth.

Permanent address.

The seaman named above has applied to be examined for a Certificate of Efficiency as Lifeboatman and a fee of rupee one has been paid to me.

Dated at this day of 19 .

(Sd.)

Principal Officer,

Mercantile Marine Department,
District.

To

.....
Examiner of Lifeboatmen at.....

(B)

I have examined the seaman named above for a Certificate of Efficiency as Lifeboatman and he has passed in the examination.
failed

Dated this day of 19 .

(Signature of Examiner.)

To

The Principal Officer,
Mercantile Marine Department,
District.....

(C)

*A Certificate of Efficiency No. has been issued to the above named seaman this day of 19 and his Continuous Discharge Certificate has been endorsed accordingly.
discharge book

*Applicant failed as stated above.

Dated this day of 19 .

(Sd.)

Principal Officer,
Mercantile Marine Department,
District.

Forwarded to the Director General of Shipping, Bombay.

*Delete the words that do not apply.

Mark Sheet for Candidates under examination
for Certificates of Efficiency as Lifeboatmen
at..... on



ISSUED BY THE
GOVERNMENT
OF INDIA

[illegible]

Examiner.

Subscribed this day of 19 .

S.R.O. 1954.—In exercise of the powers conferred by section 21 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), the Central Government hereby directs that with effect from the 1st June 1952 the following amendments shall be made in the rules to regulate the granting of certificates of competency to Masters and Mates in the Mercantile Marine published with the notification of the Government of India in the late Department of Commerce No. 21-M.I.(2)/30, dated the 6th December, 1930, namely:—

In the said Rules:—

"1. For rules 34 to 41 the following rules shall be substituted, namely:—

"34-General.—Candidates should demonstrate their understanding of their work by means of sketches drawn with reasonable accuracy. Answers to problems in

practical navigation should, where appropriate, be accompanied by a figure drawn reasonably to scale.

In the paper on practical navigation total corrections by means of tables may be used. In the paper on "Principles of Navigation" each correction must be shown separately.

The "Principles of Navigation" and "Mathematics" papers are intended to test the candidate's grasp of fundamental technical ideas and processes required in his work at sea. Mathematical proofs of formulæ are not required.

In each paper throughout the syllabus, questions may be set combining one or more paragraphs.

The syllabus for a higher grade in both written and orals shall be construed as including the syllabus of that subject (if any) for the lower grades.

"35. Paper 1 (written).

General Ship Knowledge (3 hours).

(a) The names of the principal parts of a ship. General ideas on ship construction. The candidate will be expected to show his practical acquaintance with longitudinal and transverse framing, beams and beam knees, watertight bulkheads, hatchways, rudders and steering gear, shell plating, double bottoms and bilges, stern frame, propeller and propeller shaft, stern tube, sounding pipes, air pipes and general pumping arrangements. The stiffening and strengthening to resist panting and pounding. Cause and prevention of corrosion in a ship's structure.

(b) The meaning of the terms Displacement and Deadweight. Use of Displacement and Tons per inch scales to determine weights of cargo, etc., from draughts. Effect of density of water on draught. Fresh water allowance. The laws of floating bodies. The meaning of the terms Buoyancy and Reserve Buoyancy. General understanding of Centre of Gravity and Centre of Buoyancy and the effect of adding and removing weights. Metacentric height. The danger of slack ballast tanks.

(c) Rigging a ship for loading and discharging cargo and the use of derricks and winches. The stowage and dunnaging of cargoes including bulk cargoes. Protection against damage by sweat. Bulk oil cargoes. Calculations of capacities taken up by part cargoes and of space remaining. Conversion of weight measurement of cargo into space measurement and *vice versa*. Elementary ideas on the making and use of cargo plans. Ventilation systems of holds and tanks.

(d) The names and functions of various parts of a ship's lifeboat. The types of construction. Capacity, buoyancy and number of persons. Care and maintenance of lifeboat equipment, lifebuoys, lifejackets, line throwing appliances, fire appliances, lights and sound signals.

"36. Paper 2 (written).

Chartwork and Pilotage (2 hours).

(a) Given the variation and a table of Deviation to convert True Courses into Magnetic and Compass Courses and *vice versa*. To find the compass course and distance between two positions. The effect of current on speed. Allowance for leeway. Given compass course steered, the speed of the ship and the direction and rate of the current to find the true course made good. To find the course to steer allowing for a current.

(b) To fix the ship's position on a chart by simultaneous cross bearings, bearing and range, or by wireless cross bearings applying the necessary corrections. To fix the ship's position by bearings of one or more objects with the run between, allowing for a current and to find the distance at which the ship will pass a given point. To fix the ship's position by horizontal sextant angles.

(c) The use of clearing marks and horizontal and vertical danger angles.

(d) To find the time and height of high and low water at a Standard Port (Admiralty Tide Tables). The use of tables or diagrams to find the height of tide at any given time and thence the approximate correction to be applied to sounding or to charted heights of shore objects.

(e) Candidates will be examined orally on the information given on a chart or plan, particularly about buoys, lights, depths and nature of bottom, contour lines, tides and tidal streams. Recognition of the coast. The intelligent use of Sailing Directions. Chart correction.

"37. Paper 3 (written).

Practical Navigation (3 hours).

(a) Practical problems on Plane, Parallel, and Mercator Sailing.

(b) The use of the Transverse Tables to obtain the position of the ship at any time given compass courses and errors and the run recorded by log or calculated by time and estimated speed, allowing for the effects of wind and current, if any.

(c) To find the latitude by Meridian Altitude of the Sun or a Star. Latitude and position line by observation of Polaris.

(d) From an observation of the Sun or Star near the meridian to find the position line and the latitude through which it passes corresponding to a given longitude.

(e) To determine the position line and a position through which it passes from an observation of the Sun or a Star out of the meridian.

(f) To find the ship's position at the time of the second observation by the use of position lines obtained from two different observations and thence the noon position if required.

(g) To find the True Bearing of a heavenly body and the deviation of the compass for the direction of ship's head.

"38. Paper 4 (written).

Mathematics (2 hours).

(a) *Algebra*.—Addition, Subtraction, Multiplication, Division, Law of Indices, Insertion and removal of brackets. Simple equations—problems. Development of Formulæ, transposition and evaluation. Simultaneous equations of the first order involving two unknowns—problems. Simple Factors. Fractions. The solution of the Quadratic Equation. Graphs. Axes of reference. Co-ordinates. Construction and reading of graphical diagrams, e.g. whether statistics and displacement curves. Problems on graphs. The ideas of ratio, proportion and variation and the application to simple problems.

(b) *Common Logarithms*.—The practical use of logarithms to base 10; their use in simple calculations involving multiplication, divisions, simple powers and roots.

(c) *Mensuration*.—Areas and perimeters of rectangle, triangle and circle. Volumes and surface areas of box shaped bodies, cylinders, wedges and spheres. Practical applications, e.g. weight of general cargo of various shapes; volumes of holds, bunkers and tanks; weight of contents.

(d) *Practical Geometry*.—The construction of plane triangles. Congruence of triangles. The right-angled triangle. Exterior angle equal to the sum of the interior opposite angles. Sum of angles in a triangle. Similar triangles and ratio of corresponding sides. Parallel lines and transversal. Properties of circles, chords and tangents. Angle in a semi-circle; angles subtended by any chord of a circle. Forces, resultant forces and their components. The vector diagram.

(e) *Trigonometry*.—Measurement of angles. Circular measure. Trigonometrical ratios up to one complete revolution. Haversine. Simple relationship between ratios. Complementary and supplementary angles and their ratios. Simple Identities. Solution of right-angled and oblique-angled triangles including practical problems based thereon. The use of the Traverse Tables for solution of right-angled triangles. Elementary properties of spherical triangles. Solution of spherical triangles, (given three sides or two sides and the included angle). Solution of right-angled and quadrantal spherical triangles.

"39. Paper 5 (written).

Principles of Navigation (2 hours).

In this paper Candidates may be asked to draw a figure reasonably to scale and to state the projection used.

Candidates will be required to have a general understanding of the following:—

(a) The shape of the Earth. Equator. Meridians. Parallels of Latitude. The position of a place fixed by its latitude and longitude. Direction, bearing, distance, units of measurement. Difference of latitude, difference of longitude, departure, middle latitude and meridional difference of latitude and the relationships between them. Great and small circles on a sphere. Shortest distance on the surface of a sphere between two points.

(b) The celestial sphere, celestial poles, celestial meridian above and below poles, celestial equator, celestial horizon, zenith, prime vertical, circles of altitude.

(c) Solar system. The movement of the Earth and other heavenly bodies. Mean Sun. Ecliptic. First Point of Aries. Declination. Right Ascension. Azimuth. Rising and setting of heavenly bodies. Length of day and night. Twilight. The position of a heavenly body on the celestial sphere both with and without reference to the observer, i.e. Azimuth with Altitude or Declination with Right Ascension. Recognition of stars of the 1st Magnitude by reference to the Principal Constellations.

- (d) Time, Greenwich and other Standard times. Mean time. Apparent time. Sidereal time. Equation of time. Relationship between longitude and time.
- (e) Hour Angle of a heavenly body in time and in arc. Greenwich Hour Angle of Sun, Moon, Planets and Aries. Sidereal Hour Angle of a Star.
- (f) Correction of Sextant altitudes. Dip, Refraction, Horizontal Parallax: Parallax in Altitude, Semi-Diameter and augmentation.
- (g) Geographical position of a heavenly body. A circle of position on the earth and its practical application, i.e. position line. Intercept.
- (h) Magnetic Meridian. Variation and Deviation.
- (i) The simple properties of a Mercator Chart. Longitude and Latitude scales. The measurement of distance. Rhumb Lines. Meridional Parts.
- (j) Chronometers. Management and care, winding, rating and comparing.

"40. Paper 6 (written).

English (1½ hours).

The paper will be designed to test the candidate's ability to write clear and grammatical English with due attention to spelling, legibility and neatness. It will be in no sense a test of technical knowledge. This paper may consist of an essay, a précis or an exercise in letter writing.

"41. Oral and Practical.

1. (a) Rigging of ships. Strength of ropes including wire ropes. Rigging purchases of various kinds and knowledge of power gained by purchases. Knotting and splicing with strict reference to current practice. Seizings, rackings, chain stoppers, etc.

(b) Sending topmasts up and down.

(c) Bending, setting and taking in lifeboat sails. Management of boats under oars or sails and in heavy weather. Beaching or landing. Coming alongside.

(d) Helm Orders. Conning the ship. Effects of propellers on the steering of a ship. Stopping, going astern and manoeuvring. Turning a steamship short round. Emergency manoeuvres. Man overboard.

2. (a) Marking and use of ordinary lead line.

(b) Use and upkeep of mechanical logs and sounding appliances.

(c) Use and upkeep of engine room and other telegraphs.

(d) Rocket and line throwing apparatus.

3. (a) Anchors and cables and their use and stowage. Bringing a ship to a single anchor in an emergency.

(b) Knowledge of use and maintenance of deck appliances and steering gear.

(c) The use of lifesaving appliances.

(d) The use of Fire Appliances including the Smoke Helmet.

4. (a) Preparations for getting under way. Duties prior to proceeding to sea, making harbour, entering a dock, coming alongside and securing to buoy, with special reference to the after end of a ship.

(b) Keeping an anchor watch. Dragging anchor.

(c) Duties of officer of the watch. Use of compass to ascertain risk of collision.

5. (a) A full knowledge of the content and application of the regulations for preventing collisions at sea. (Candidates will not be placed in the position of handling a sailing ship, but will be expected to recognise a sailing ship's lights and to have a knowledge of her possible manoeuvres according to the direction of the wind).

(b) Distress and pilot signals; penalties for misuse.

(c) British uniform system of buoyage; wreck marking system.

(d) A knowledge of the contents of the Ministry of Transport Book of Merchant Shipping Notices and the use of Admiralty Notices to Mariners.

6. Practical.—(a) To read and understand a barometer, thermometer, hydrometer, and hygrometer. (The instruments supplied by the Meteorological Office will be taken as standard).

(b) To use an azimuth mirror, pelorus (hearing plate) or other instrument for taking bearings.

(c) To use a sextant for taking vertical and horizontal angles; to read a sextant both on and off the arc.

(d) To correct a sextant into which has been introduced one or more of perpendicularity, side and index errors

(e) To find the index error of a sextant.

(f) To check chronometers by signal made by buzzer or other method; to compare two chronometers.

7. The Examiner may ask the Candidates questions arising out of the written work if he deems it necessary on account of weakness shown by the candidate.

Signals.—To send and receive signals in:—

(a) British Semaphors up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals."

"2. For rules 44 to 50 the following rules shall be substituted, namely:—

FIRST MATE (FOREIGN-GOING)

"44. *Paper 1 (written).*

Practical Navigation (3 hours).

This paper may include questions on the syllabus for Second Mate.

(a) To calculate the approximate time, (to the nearest minute), of the meridian passage of heavenly bodies; to calculate an approximate altitude for setting the sextant to obtain the meridian altitude of a heavenly body. To find the latitude by the Meridian Altitude of any heavenly body.

(b) To find the direction of the position line and a position through which it passes from an observation of any heavenly body near the meridian.

(c) To obtain the ship's position by the combination of any two observations with or without run.

(d) To calculate the initial course and the distance on a Great Circle or Composite Great Circle track between two positions and to determine one or more positions on the track.

"45. *Paper 2 (written).*

Chart Work and pilotage (2 hours).

In addition to the syllabus for Second Mate questions on the following may be asked either in the written or oral parts of this paper:—

(a) Distance of sighting lights, distance from a point of land of known height.

(b) Construction and use of a line of soundings. The use of a single position line in approaching the coast. The use of Wireless Beacons.

(c) To find the times and heights of high and low water at a Secondary Port, (Admiralty Tide Tables), by the use of Tidal Differences.

(d) Candidates will be examined orally on the reliability of charts. Selection of suitable points for bearings. Approaching an anchorage and entering narrow waters. Land falls in thick and clear weather.

(e) The candidates may be examined orally or practically on the use of a Gnomonic chart and the transfer of a Great Circle or Composite track from such a chart to a Mercator chart and on the use of Lattice charts.

16. *Paper 3 (written).*

Ship Construction and Stability (3 hours).

(a) A general knowledge of the principal structural members of a ship. The proper names of the various parts. Midship sections of Single deck, Tween deck and Shelter deck ships and Bulk-oil carriers. Functions, construction and stiffening of watertight bulkheads, including collision bulkhead. Stern frame and stem and how secured. Rudders and the methods of attachment. Construction, stiffening and closing arrangements of hatchways. Hawse-pipes and how secured. Rivets and riveting. Testing a line of rivets. Testing of tanks and other watertight work.

(b) Stresses and strains in ships in a seaway or due to loading and ballasting. A knowledge of those parts of a ship specially strengthened to withstand such stresses, or where damage by excessive corrosion is liable to occur.

(c) Ability to set out in a clear manner a report on damage sustained during a voyage.

(d) Buoyancy and Reserve Buoyancy. The righting couple when a ship is inclined by external force. Transverse and Longitudinal Metacentres. Metacentric Height. Initial Stability and its limitation to small angles of inclination. The computation of areas by Simpsons First and Second Rules and the Five-eighth Rule.

(e) Determination of Centre of Gravity of a ship in a new condition, the Centre of Gravity in the old condition being given. The effect on the position of the centre of Gravity of adding, removing or shifting weight. Stiff and tender ships. Change in stability during a voyage. Effect of a shift of cargo or solid ballast. The danger of "free surface" of liquids. (Without proofs or calculations.)

(f) Change of trim. (M.C.T. 1" and C.F. given).

(g) Use of stability curves and data supplied to a ship.

"47. Paper 4 (written).

Meteorology (2 hours).

(a) The principles of the barometer, Mercurial and Aneroid. Marine Mercurial barometer. How to read and reduce the readings to standard datum. The use of the Gold slide. Barograph.

(b) The principles of the thermometer and hygrometer and their uses at sea.

(c) The principle and use of the hydrometer.

(d) A knowledge of the distribution of mean pressure and the prevailing winds and current systems of the globe. Relationship between pressure distribution and wind. Buys Ballot's Law.

(e) The characteristics of, and weather associated with, the principal pressure systems, e.g. anti-cyclones, depressions. Permanent and semi-permanent anti-cyclones and depressions and their effects, e.g. Trades, Monsoons.

(f) Tropical revolving storms, their localities, seasons and tracks. Rules for avoiding tropical storms. Use of barometric observations at a single station in conjunction with weather signs.

(g) Water vapour in the atmosphere, evaporation, condensation, precipitation, meaning of saturation, relative humidity, formation of clouds, fog and mist.

(h) Anabatic and Katabatic Winds. Land and Sea Breezes.

(i) The Beaufort wind scale and weather notation in use at sea. Methods of estimating direction and force of wind at sea.

(j) A knowledge of the types of weather messages adopted by the International Meteorological Organisation which are available to shipping. Coding and decoding messages contained in Part V and VI of Weather Messages for Shipping.

"48. Paper 5 (written).

Ship Maintenance, Routine and Cargo Work (3 hours).

(a) Keeping a ship's log (Mate's log).

(b) Organisation of crew for routine, maintenance and emergency duties.

(c) Inspection and maintenance of the ship and her equipment, e.g. bulkheads, double bottoms, deep tanks, bilges, pipelines, strums, rudder, anchors and cables and steering gear. Drainage of holds and tanks. Drydocking routine.

(d) Properties and uses of paints and other protective covering. Scaling and painting. Treatment of woodwork. Cement work.

(e) Indents and stores. Repair lists.

(f) Simple calculations of stresses in spans, derricks, topping lifts, etc. Strength of ropes, wire ropes and chains. Various types of ropes, wire ropes, slings and their uses. Purchases and power gained.

(g) Use and maintenance of cargo working gear and the organisation of cargo work. A knowledge of relevant parts of the Factory Act and Indian Dock Labourer's Regulations. General principles of cargo stowage and handling, e.g. dunnaging, ventilation and slinging. The carriage of special cargoes such as Refrigerated Cargoes, Steel Rails, Liquids in bulk, Deck Cargoes and Timber Deck Cargoes, Bulk Stowage. The use of shifting boards. Separation. Precaution to be taken with solid ballast. Ventilation of different type of cargoes. Sweat—its cause and prevention.

(h) Given a cargo list, to stow a hold or holds, making a rough stowage plan, having regard to stability, behaviour of vessel in a seaway, damage and contamination of cargo, and accessibility at optional ports of discharge.

“49. Paper 6 (written). *Elementary Magnetism, Electricity and the Gyro Compass* (2 hours).

1. *Magnetism*.—(a) A simple magnet. Poles of a magnet. The law of attraction and repulsion. The molecular theory of magnetism as applied to ferro-magnetic materials. The conception of magnetically “hard” and “soft” iron. The shape of the magnetic field round a magnet. The meaning of the terms Intensity of Magnetization, Magnetic Susceptibility and permeability. No mathematical formulæ will be required.

(b) The Earth’s magnetic field. The Earth’s magnetic poles. Magnetic equator. The Earth’s total magnetic force. Angle of dip. Horizontal and vertical components. Magnetic variation. No mathematical formulæ will be required.

(c) The effect of constraining a compass needle to the horizontal plane. The effect of introducing a disturbing force into the vicinity of a compass needle.

(d) The care and maintenance of different types of ship’s compasses.

2. *Electricity*.—(a) A simple conception of the Electric Theory. Current, difference of potential, resistance and their units. Ohms Law. Effect of an electric current (a) heating effect. Power. The electric unit; (b) Chemical effect. Simple cells, primary and secondary; (c) Magnetic effect. Field due to a current. Field of a current carrying solenoid and the effect of introduction of ferromagnetic material into such a field. Magnetostriction.

(b) The electric motor. Measuring Instruments—moving coil and moving iron. Electro-magnetic induction. Movement of a conductor in a field. Variation in magnitude of a field. Effect of make and break of a current. Induction coil. Unit of Inductance. Dynamo principle—simple commutator.

(c) Electro-static field. Unit of capacity. Condensor or Capacitor.

(d) Fuses, switches and simple ship’s circuits. Use of measuring instruments. How to measure current and voltage.

(e) Principal symbols used in diagrams.

3. *Gyro-compass*.—A simple non-mathematical treatment of the following: The principle of the Free gyroscope. The effect of the earth’s rotation. Tilt and drift. Precession. Gravity control. Damping.

“50. Oral.

1. (a) Shifting large spars and rigging sheers.

(b) The handling of heavy weights with special reference to strength of gear used.

(c) Use and care of all deck and above deck appliances and fittings—winches, capstans, windlasses, emergency steering gear, and fittings used between anchor and cable locker. Hoisting in boats.

2. *Anchors*.—different kinds; advantages and disadvantages of each. Cables and their care. Preparations for anchoring. Operation of anchoring with single anchor and use of second anchor. Clearing a foul anchor. Mooring. Clearing a foul hawse. Anchoring in a tideway and in a confined space. Slipping a cable. To carry out an anchor with boats. Getting under way.

3. (a) Coming alongside of a wharf, etc. Manœuvring in rivers and harbours. Effects of current, wind, shallows and draught on manœuvring.

(b) Management of steamships in stormy weather. Means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea and lessen her lee drift.

(c) To take a cast of the deep sea lead.

4. (a) An outline knowledge of the regulations concerning Lifesaving Appliances.

(b) Accidents, e.g. collision, running aground, accidents to hatches, leaks, fires and their treatment. Running repairs. Handling a disabled ship.

(c) A practical knowledge of the screening of ship’s navigation lights.

(d) Preparations for drydocking and undocking. Use of shores, bilge blocks and allge shores.

5. Regulations for preventing collisions at sea, etc. as para. 5(a) (Oral: Second Mate).

6. The Examiner may ask the Candidate questions arising out of the written work, if he deems it necessary on account of weakness shown by the candidate.

1. *Signals*.—To send and receive signals in:—

- (a) British Semaphore up to eight words per minute.
- (b) Morse Code by flash lamp up to six words per minute.
- (c) International Code of Signals.

2. The practical use of shipborne W/T. D/F."

"3. For rules 52 to 57 the following rules shall be substituted, namely:—

MASTER (FOREIGN-GOING)

"52. Paper 1 (written).

Practical Navigation (3 hours).

(a) A short recapitulation paper in Navigation on the syllabus for Second Mate and First Mate which may include Chart Work and Pilotage."

(b) The Admiralty Method of Tidal Predictions and the use of Harmonic Constants. (Admiralty Tide Tables).

"53. Paper 3 (written).

Magnetic and Gyro Compass (3 hours).

A more detailed knowledge of the elementary principles of Magnetism than is required for First Mate.

(a) The inverse square law, simple problems involving unit poles. The field strength, magnetic moment of magnet, the period of a suspended magnet vibrating in the earth's field.

(b) Magnetic Compass. The method of determination and compensation by means of components of the effects of the ship's magnetic field on the magnetic compass. The Approximate Coefficients A, B, C, D and E and their use. Conditions which might produce Coefficients A and E. Constants Lambda and Mu. The Ship's Multiplier. Methods of obtaining a table of deviations. Analysis of a table of deviations to obtain Approximate Coefficients. To determine the deviation caused by the ship's permanent magnetism and/or induced magnetism in vertical soft iron by means of observation taken in two widely separated Magnetic Latitudes.

(c) General principles of Compass Correction and the method of correction for Coefficient B, C and D.

The cause and effect of retentive magnetism and Gaussin error.

Sitting of compasses with particular reference to the proximity of magnetic material and electrical appliances. Heeling error, its cause, effects and the method of corrections. Effect of heeling error magnets on soft iron correctors.

(d) Gyro Compass. A fuller knowledge of the theory than that required for First Mate, but mathematical proofs will not be required.

To include in addition to the above.—Course and speed error. Correction for latitude. Ballistic deflection and its relation to Course and Speed Error. Rolling Error and how it is minimised.

The principal parts of a gyro compass and the repeating system. The more important fundamental differences in the construction of the better known types of gyro compasses and the methods used to eliminate or allow for the principal errors.

"54. Paper 3 (written).

Ship Construction and Stability (3 hours).

(a) A fuller knowledge of ship construction than is previous examinations. The Scribe Board and its uses. Bending Slab and methods of bending. General structure. Keels, framing, stem, stern frame and rudder post, transverse and longitudinal girders, centre through plates, keelsons and intercostals, double bottoms, side stringers, shell plating, bulkheads, deep tanks, pillars, propeller brackets, rudders. Superstructures. Masts and derricks.

(b) Types of vessels, e.g. General traders and bulk oil carriers. Strength and construction in relation to their trade.

(c) Classification of ships. Surveys. General ideas of Tonnage measurement. Freeboard and a general outline of conditions of assignment.

(d) Immediate treatment of accident damage—collision, bad weather, stranding. General ideas of welding in ship repair work. Drawing up of simple specifications. The direction of simple repairs.

(e) A fuller knowledge of stability than is required for First Mate. Simple calculations involving volumes, moments and effects of free surface of liquids.

(Proofs of formulæ will not be required). Effects of bilging and flooding compartments. Permeability. Trim and Moment to change trim. Stability and trim when grounding. The Inclining Experiment. Effect of beam and freeboard on stability. Practical operations to ensure ship stability at sea:—Deck cargoes, homogenous cargoes, suspended weights and cargoes liable to shift. Dangers of a ship with a heavy list and precautions when righting. Management of ballast. nks. Ballasting.

“55. Paper 4 (written).

Ship Master's Business (2 hours).

(The legal knowledge required will not go beyond the outline of the Merchant Shipping Acts and Mercantile Law which a ship-master must know in order to conduct the business of a ship).

(a) Registration of ships. The Certificate of Registry and its legal significance.

(b) Certificates and other Documents required to be carried on a ship, how they are obtained and the period of their legal validity. Suez and Panama Canal Certificates.

(c) Engagement, discharge and management of a ship's crew. Manning qualifications Ship's Articles of Agreement. Wages and other remuneration. National Insurance contributions. Discipline and treatment of offences. Fines and forfeitures. Deserters, deceased seamen, engagement of substitutes.

(d) The official log book and the law relating to entries.

(e) Crew accommodation.

(f) Hygiene of ships, living spaces, holds, etc. Water. Fresh and preserved food. Procedure required on board in cases of infectious disease, illness or accident. Quarantine procedure. Fumigation.

(g) Entering and clearing ship.

(h) Loadline marks and their general and seasonal use. Entries and reports to be made respecting freeboard and draught.

(i) The safety of the ship, crew and passengers. Assistance of vessels in distress and salvage. Duties in case of collision and accident.

(j) The law relating to the reporting of ice and derelicts. Compulsory and non-compulsory pilotage.

(k) The meaning of the terms passenger ship and emigrant ship, pilgrim ship and unberthed passenger ship.

(l) A general knowledge of shipping practice and documents with particular reference to Charter Parties and Bills of Lading, and an understanding of their principal clauses, e.g. Freight, Deviation, Always Afloat, Ice, Lay-days, Demurrage, Despatch, Protests, Certificate of Seaworthiness. A simple knowledge of the law relating to carriage of cargo and the shipowners liabilities and duties.

(m) A knowledge of the more important clauses contained in a Policy of Marine Insurance. The meaning of Average. Particular Average. General Average. Procedure in the case of General Average. Procedure at a port of refuge. Lloyd's Agents.

“56. Paper 5 (written).

*Elementary Engineering and Electricity including
Electronic Navigational Aids (3 hours).*

1. *Engineering*.—(a) The meaning of the general engineering terms sensible heat, latent heat, saturated steam, super heated steam, work and power, horse power, propeller pitch slip.

(b) A simple knowledge of the following.—Types of marine boilers, coal and oil furnaces; Procedure for raising steam. The action of the reciprocating steam engine, turbine machinery and diesel engines. Procedure when warming up, turning, starting, stopping and reversing engines.

(c) The use of the condenser, evaporator and hot well. Use of circulating, air, fuel, bilge and ballast pumps. Valve chests.

(d) Fuel consumption and economical speeds. estimation of minimum fuel consumption to complete a given voyage. Simple slip problems.

(e) A simple knowledge of the types of refrigeration systems used on board ships

2. *Electricity*.—(a) The simple alternator. Alternating current; frequency, phase relationship between two alternating quantities; effects of inductance, capacity and resistance. Resonance. Tuned circuits. The power transformer. The simple telephone and microphone.

(b) R.F. oscillations. Radiation of electro-magnetic waves in free space—frequency, velocity and wavelength and their relationship. Reception of electro-magnetic waves. Effects of the Ionosphere—ground wave, sky wave.

(c) Thermionic valves. Thermal emission. Diode valve—use as a rectifier. Triode valve, use as voltage amplifier and use as simple oscillator.

(d) Cathode ray tube—construction and action; electro-static and electro magnetic deflection. The time base as applied to C.R.T.

3. *Electronic Navigation Aids.*—(a) A simple knowledge of how Radar works. Displays, range and bearing discrimination, calibration, range strobes, monitoring, spurious echoes, side lobe effects, blind sectors, anomalous propagation and weather effects. Its use as an anti-collision device and navigational aid and an appreciation of its limitation.

(b) The general principles underlying Hyperbolic Navigation. Fundamental differences between various systems.

(c) A general knowledge of ship W/T direction finding; Rotating loop and goniometer systems. Maximum and minimum signals; sense. Quadrantal error. Calibration. Sunset and sunrise effects. Land effects. A general knowledge of shore-bases W/T directional systems.

(d) The general principles of echo sounding. Methods of transmission. Timing device. The receiver. Methods of recording. Reliability of indications.

“57. Paper 6.

Meteorology (2 hours).

In addition to the Syllabus for First Mate:—

(a) The principal cloud types.

(b) Simple ideas of air masses and fronts.

(c) Adiabatic changes in the atmosphere. Stability and instability.

(d) The frontal theory of the formation of depressions.

(e) To construct a synoptic chart, (excluding fronts), from a number of coded groups as given in parts V and VI of Weather Messages for Shipping.

(f) To decode groups as given in the international analysis code, (Part IV), Weather Messages for Shipping, and draw the weather map.

(g) The use of a synoptic chart or weather map for deducing the probable weather and anticipated changes at a specified point or points.

(h) The main types of floating ice and their origin. General ideas of distribution and seasonal movements. Navigation in the vicinity of ice.

(i) General points to consider in the selection of ocean routes.”

“4. Rule 58 shall be omitted.”

“5. For rule 59 the following rule shall be substituted, namely:—

“59. *Oral.*

1. (a) Exceptional circumstances. Loss of rudder; shifting a damaged rudder. Construction of jury rudders. Making and launching of rafts. Collision. Leaks. Damage of all kinds. Running repairs and precautions in case of accidents. Grounding—methods of refloating. Beachings a vessel. Steps to be taken when disabled and in distress.

(b) Preservation of crew and passengers in the event of wreck. Abandoning a wrecked ship. Rockets and rocket apparatus. Communications with the shore.

(c) Assisting a vessel in distress. Rescuing crew of a disabled ship.

(d) Towing and being towed.

(e) Bad weather manœuvres. Precautions at anchor and at sea. Use of oil. Anchoring and working anchors and cables in all circumstances. Approaching rivers and harbours and manœuvring in them.

(f) Drydocking. General procedure and precautions to be observed. Distribution of weight. Drydocking with full cargo for inspection of propellers or shafting. Bilge blocks. Leaving the vessel water borne. Putting into port with damage to ship and/or cargo, both from business and technical points of view. Safeguarding of cargo.

(g) Prevention of fire at sea. Spontaneous combustion. Full knowledge of the use of fire appliances and the precautions to be taken in their use. Special reference to the extinguishing of oil fuel fires.

(h) Methods of fumigating holds and living spaces and safeguards in applying them.

(i) General organisation of ship's work and handling and training of crew. A knowledge of training facilities available to members of the crew.

(j) Compensation and adjustment of compasses. Demonstrations on Beall's Compass Deviascope or Instructional Binnacle.

2. Regulations for preventing collisions at sea, etc. As paragraph 5(a)—(Oral: Second Mate).

3. The Examiner may ask the candidate questions arising out of the written work, if he deems it necessary on account of weakness shown by the candidate:

Signals.—To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals."

"6. For rules 65 and 66 the following rules shall be substituted, namely:—

MATE (HOME TRADE)

"65. Paper 1 (written).

Chart Work and Pilotage (2 hours).

(a) Given the Variation and a Table of Deviations to convert True Courses into Magnetic Compass Courses and *vice versa*. To find the compass course and distance between two positions. The effect of current on speed. Allowance for leeway. To find the compass course to steer allowing for a current. Given compass course steered, the speed of the ship and the direction and rate of the current, to find the true course made good.

(b) To fix the ship's position on a chart by simultaneous cross bearings, bearing and range or by wireless cross bearings, applying the necessary corrections. To fix the ship's position by bearings of one or more objects with the run between, allowing for a current and to find the distance at which the ship will pass a given point. The construction of a line of soundings. The use of a single position line approaching the coast.

(c) The use of clearing marks and horizontal and vertical danger angles.

(d) To find the time and height of high and low water at a Standard Port (Admiralty Tide Tables). The use of tables or diagram to find the height of tide at any given time and thence the approximate correction to soundings or to the charted heights of shore objects.

(e) Candidates will be examined orally on the information given on a chart or plan, particularly about buoys, lights, depths and nature of bottom, contour lines, tides and tidal streams, Recognition of the coast. The intelligent use of Sailing Directions. Chart correction.

"66. Paper 2 (written).

Practical Navigation (3 hours).

(a) To find the True Bearing of the Sun and the deviation of the compass for the direction of the ship's head.

(b) To find the latitude by meridian altitude of the Sun.

(c) From an observation of the Sun near the meridian to find the position line and the latitude through which it passes corresponding to a given longitude.

(d) To determine the position line and a position through which it passes from an observation of the Sun out of the meridian.

"66A. Paper 3 (written).

Elementary Ship Knowledge (2 hours).

(a) Elementary ideas on ship construction. The candidate will be expected to show his practical acquaintance with framing, shell plating, docks, watertight bulkheads, sounding pipes and air pipes.

(b) The meaning of the terms Displacement and Deadweight. Use of Displacement and Tons per inch scales to determine weights of cargo, etc., from draughts. Effect of density of water on draught. Fresh Water Allowance.

(c) A general understanding of Centre of Gravity and Centre of Buoyancy and the effect of adding or removing weights. The danger of slack ballast tanks.

(d) A knowledge of the Factory Act and the Indian Dock Labourer's Regulations in so far as it applies to ships' requirements.

"66B. Paper 4 (written).

Meteorology (1½ hours).

(a) The principles of the barometer. How to read it and reduce the readings to standard datum.

(b) How to observe the force and direction of the wind with no other instrument than the compass and the use of the Beaufort scale.

(c) How to observe and log the state of sea and swell, weather and visibility by the International scales for the use of seamen.

(d) The principles and the use of the thermometer, dry bulb, wet bulb and sea surface.

(e) Use of hydrometer.

(f) General knowledge of the wind and current systems in the Indian Ocean, Bay of Bengal and the Malacca Strait.

(g) Full knowledge of the storm signals displayed in the Indian ports and the knowledge of the seasons and tracks of cyclones in the Indian Ocean and the Bay of Bengal; and to be able to understand the meaning of weather bulletins for shipping. Visual and broadcast storm warnings.

“66C. Oral.

1. (a) A full knowledge of the content and the application of the regulations for preventing collisions at sea. (Candidates will not be placed in the position of handling a sailing ship, but will be expected to recognise a sailing ship's lights and to have a knowledge of her possible manoeuvres according to the direction of the wind).

(b) Distress and pilot signals; penalties for misuse.

(c) Uniform system of buoyage; wreck marking system.

(d) The use of the rocket apparatus.

(e) A knowledge of the contents of the Ministry of Transport Book of Merchant Shipping Notices and the use of Admiralty Notices to Mariners.

2. (a) Marking of ordinary lead line and taking a cast.

(b) The use and upkeep of sounding appliances and logs.

(c) Use and care of engine room telegraphs.

(d) Coming to anchor, the use of two anchors. Mooring to buoys. Coming alongside and leaving a wharf. Entering and leaving a dock.

(e) Keeping an anchor watch. Dragging anchor.

(f) Care, maintenance and use of the lifesaving appliances and fire appliances carried by a Home Trade Ship.

(g) Management of boats under oars or sail and in heavy weather. Beaching or landing. Coming alongside.

(h) Elementary knowledge of general ship maintenance.

3. The strength of ropes, including wire ropes. Power gained by purchases.

4. An elementary knowledge of cargo work, as given in the syllabus for First Mate (Paper 5 Section g).

5. (a) To read and understand a barometer, thermometer and a hydrometer.

(b) To use a sextant for taking vertical and horizontal angles and to find the index error.

Signals.—

To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.”

7. For rules 68 and 69 the following rules shall be substituted, namely:—

MASTER (HOME TRADE)

“68. Paper 1 (written).

Chart Work and Pilotage (2 hours).

In addition to the syllabus for Mate (Home Trade) questions on the following may be asked either in the written or oral parts of this paper.

(a) Distance of sighting lights. Distance of a point of land known height.

(b) The use of bearing obtained by ship's Wireless Direction Finder and bearings given from a Shore Station. The use of Wireless Beacons.

(c) Candidates will be examined orally on the selection of suitable points for bearings, approaching an anchorage and entering narrow waters. The reliability of charts. The use of Lattice Charts.

“69. Paper 2 (written).

Practical Navigation (2 hours).

This paper may include questions in the syllabus for Mate (Home Trade).

(a) To find the true bearing of any heavenly body and the deviation for the direction of the ship's head.

(b) To find the approximate time (to the nearest minute) of the meridian passage of a star. To find the latitude by meridian altitude of a star. Latitude and position line by an observation of Polaris.

(c) From an observation of a star near the meridian to find the position line and the latitude through which it passes corresponding to a given longitude.

(d) To determine the position line and position through which it passes from an observation of star out of the meridian.

(e) Recognition of stars of the 1st Magnitude by reference to the principal constellations.

"69A. Paper 3 (written).

Stability and Seaworthiness (2 hours).

(a) The meaning of Metacentre, Metacentric height, Initial Stability, Righting Lever, Centre of Floatation, Moment to Change Trim.

(b) Determination of the Centre of Gravity of a ship in a new condition, the Centre of Gravity in the old condition being given. The effect on the position of the Centre of Gravity of adding, removing or shifting weights. Stiff and tender ships. Effect of a shift of cargo or solid ballast. Cargoes liable to shift and precautions to be taken. Deck. Cargoes. Ballasting. The danger of "free surface" of liquids (without proof or calculations).

(c) The use of Stability Curves and the data supplied to a ship.

(d) Simple trim problems.

(e) Damage affecting seaworthiness. Temporary repairs at sea or in port. Certificates of seaworthiness.

(f) A knowledge of the stowage required and precautions to be taken when carrying certain cargoes coastwise. (See Ministry of Transport Notices).

"69B. Paper 4 (written).

Compass Deviation (1½ hours).

(a) A simple knowledge of the meaning of hard and soft iron. Simple ideas of the effect of hard iron, vertical soft iron and horizontal soft iron on the deviations of the compass.

The means used to compensate for those effects with special reference to Home Trade ships.

(b) Care and maintenance of magnetic compasses. Siting of compasses with particular reference to the proximity of magnetic material and electrical appliances.

(c) To find the Magnetic Bearing of a distant object from compass bearings taken on equidistant points and to construct a table of deviations.

"69C. Paper 5 (written).

Meteorology (1½ hours).

As for Mate Home Trade with the additional knowledge of measures to be taken to avoid cyclones in the Indian Ocean and the Bay of Bengal.

"69D. Oral.—1. Regulations for preventing collisions at sea, etc. As paragraph 1(a), (b), (c), and (e) [Oral: Made (Home Trade)].

2. (a) Handling a ship in bad weather and when it is disabled.

(b) Preservation of crew and passengers in the event of wreck. Abandoning a wrecked ship. Rockets and rocket apparatus. Communications with the shore.

(c) Assisting a vessel in distress. Rescuing crew of a disabled ship.

(d) Effect of propellers on the steering of a ship. Manoeuvring a ship in rivers and harbours.

3. (a) General knowledge of the requirements of the Merchant Shipping Acts relating to strandings, collisions or other casualties, reports to be made out in cases of death or injury, return of crew list, agreements and certificates of discharge.

(b) A shipmaster's knowledge of the law relating to loadline marks and entries and reports to be made respecting them.

(c) Entering and clearing a Home Trade ship.

(d) The meaning of the terms "passenger ship" and "unberthed passenger ship".

(e) Preparations for drydocking and undocking. Use of shores, bilge blocks and bilge shores.

4. The practical use of Radar, Decca and Consol as aids to navigation.

Signals.—1. To send and receive signals in:—

(a) British Semaphore up to eight words per minute.

(b) Morse Code by flash lamp up to six words per minute.

(c) International Code of Signals.

2. The practical use of shipborne W/T.D./F."

"8. For Rule 118, the following rule shall be substituted, namely:—

"118. The examinations will begin at 10 a.m. on each day. A regular luncheon interval will be given daily between 1 p.m. and 2 p.m. As far as possible, candidates will be given reasonable notice of the day and time of their oral examination. A table showing the time and marks allotted for each paper is given in Rule 133."

"9. Rule 132 shall be omitted".

"10. For rule 133 the following shall be substituted, namely:—

"133. *Date, Time, Marks and Pass percentage for each paper.*—The table given below shows the date, time, marks and pass percentage allotted to each paper in the written examination for Foreign-going and Home Trade candidates:

MARKS, etc.

No.	Date	Paper	Time	Marks	% Pass
<i>2nd Mate</i>					
1.	1st morning	General Ship Knowledge	3 hrs.	200	...
2.	1st afternoon	Chart Work	2 "	200	70%
3.	2nd morning	Practical Navigation	3 "	200	70%
4.	2nd afternoon	Mathematics	2 "	150	50%
5.	3rd morning	Principles of Nav.	2 "	150	50%
6.	3rd afternoon	English	1½ "	100	50%
				1000	
<i>1st Mate</i>					
1.	1st morning	Practical Navigation	3 "	200	70%
2.	1st afternoon	Chart Work	2 "	150	70%
3.	2nd morning	Ship Construction	3 "	200	50%
4.	2nd afternoon	Meteorology	2 "	100	..
5.	3rd morning	Ship Maintenance	3 "	200	50%
6.	3rd afternoon	Magnetism & Electricity	2 "	150	..
				1000	
<i>Master</i>					
1.	1st morning	Practical Navigation	3 "	200	70%
2.	1st afternoon	Magnetic Compass	3 "	200	50%
3.	2nd morning	Ship Construction	3 "	200	50%
4.	2nd afternoon	Ship Master's Business	2 "	150	50%
5.	3rd morning	Engineering and Radio Aids	3 "	150	..
6.	3rd afternoon	Meteorology	2 "	100	..
				1000	
<i>M. H. T.</i>					
1.	1st morning	Chart work	2 "	150	70%
2.	1st afternoon	Practical Navigation	3 "	150	70%
3.	2nd morning	Ship Knowledge	2 "	150	50%
4.	2nd afternoon	Meteorology	1½ "	100	..
				550	
<i>C. H. T.</i>					
1.	1st morning	Chart work	2 "	150	70%
2.	1st afternoon	Practical Navigation	2 "	150	70%
3.	2nd morning	Stability	2 "	200	50%
4.	2nd afternoon	Compass Deviation	1½ "	100	..
5.	3rd morning	Meteorology	1½ "	100	..
				700	

NOTE:—Aggregate pass mark for each grade 70% "

"11. For rule 134 the following shall be substituted, namely:—

"134. *Corrections by tables.*—In the Principles of Navigation paper for Second Mate (foreign-going) the correction of altitudes by total correction tables will not be allowed. Every correction must appear on the papers of the candidates."

"12. Appendix E shall be deleted."

[No. 104-M.I (12)/48.]

H. C. SARIN, Dy. Secy.

MINISTRY OF LABOUR

New Delhi, the 28th November 1951

S.R.O. 1955.—In pursuance of section 17 of the Industrial Disputes Act 1947 (XIV of 1947), the Central Government hereby publishes the following award of the Industrial Tribunal, Dhanbad in the dispute between the management of the Jogta Colliery and their workmen.

CENTRAL GOVERNMENT INDUSTRIAL TRIBUNAL AT DHANBAD.

Reference No. 6 of 1951

PRESENT:

Shri S. P. Varma, B.A., Barrister-at-law, *Chairman.*

PARTIES:

The Management of the Jogta Colliery

AND

Their workmen

APPEARANCES:

For the management: Shri P. Chatterjee, Secretary, Jogta Coal Co., Ltd.

For the workmen: Janab I. H. Khan, General Secretary, Jogta Colliery workers Union.

AWARD

By notification No. LR.2.(500), dated 7th February 1951, the Government of India in the Ministry of Labour has referred the dispute between the management of Jogta Colliery and their workmen under Section 10(2) of the Industrial Disputes Act 1947 (XIV of 1947), to this Tribunal with ten specific demands.

2. It will be noticed that the demands in this Reference were signed on 26th October 1950, by the Manager of the Jogta Colliery as well as the President of the Jogta Colliery Workers Union. I am referring this particularly because Shri P. Chatterjee appearing on behalf of the management has raised a technical point that the Union has no right to represent the workers and the reference itself is not valid because some of the details referred to in Section 10(2) of the Industrial Disputes Act, rule 3 and 4 of the rules under the Industrial Disputes Act have not been complied with. He also says that there was no mention of the materials on which the appropriate government was satisfied that there was an industrial dispute which should be referred to a Tribunal. I am afraid that these technical points raised by Shri P. Chatterjee must fail because both parties agreed as will appear from the notification itself that the parties namely the President of the Union on the one side and the Manager of the Colliery on the other agreed that the 10 demands mentioned in the notification should be referred to a Tribunal. The Union was recognised in 1946 and it was duly registered on 31st July 1947. The forwarding letter is dated 5th August 1947. Janab I. H. Khan has produced the minute book of the Union at the instance of management from which it appears that he has been duly authorised to represent on behalf of the Union by a resolution and there is no difficulty about his representing the Union properly.

3. I will now take up the issues as given in the Government notification.

DEMAND No. 1

Those workers who are getting less Wages or Salary than the neighbouring Collieries, M/S Bird & Coy. should be put in equal level as agreed in the Agreement dated 16th June 1948, 24th February 1950 and also in the Manager's letter dated 2nd April 1947 with retrospective effect from 24th February 1950.

4. In the written statement of the Union it is said that all the categories of workers mentioned in Annexure 'A' are getting less wages than those of the same

categories in the neighbouring collieries namely, Bird's, Mudidih, Gaslitand and Tata Sijua. The management undertook to pay wages at the rate prevalent in these neighbouring collieries and as it did not pay after the demand it is bound to pay with retrospective effect. The management on the other hand urge that if the Union placed certain demands from time to time they should not be forced to abide by them. Even if the management granted several extra concessions to the members of the Union these concessions should not be used against the management. That the rates of the wages of different categories of workers vary from colliery to colliery according to the standard, efficiency and other things required of the workers depending upon the working conditions of each individual colliery and therefore a flat rate cannot be fixed for the whole industry. They further submit that the rates paid in Jogta colliery are quite upto the standard. In Appendix 'A' of the Union's statement of claim there is a list of 30 classes of workers for whom it is claimed that they should be paid according to the payments made in the neighbouring collieries. The type of workers will be mentioned later on in the course of the award. In support of his argument Janab Khan referred to various documents mentioned hereunder:

- Ex. 1.—Letter from the management to the Union, dated 25th November 1946.
- Ex. 2.—Letter from the management to the Union, dated 2nd June 1947.
- Ex. 3.—Agreement between the parties before R. L. C.
- Ex. 4.—A letter, dated 17th July 1948.
- Ex. 5.—Letter, dated 31st July 1948.
- Ex. 6.—Letter, dated 3rd September 1948.
- Ex. 7.—Letter, dated 12th September 1948.
- Ex. 8.—Agreement between the parties, dated 14th September 1948.
- Ex. 9.—Strike notice by the Union, dated 7th February 1950.
- Ex. 10.—Agreement between the parties, dated 24th February 1950.

5. On the other hand, the management refers to agreement, dated 19th October 1947 Ex. A. In support of their demand the Union examined Mr. Ronald Platts, Acting Manager, Mudidih colliery, Mr. J. J. T. Keegan, Acting Agent of Gaslitand Colliery, G. D. Jha, Manager, Tata's Sijua Colliery, Mr. T. P. Chitambar, Senior Personnel Officer, Indian Mining Association. The management on the other hand examined Shri R. C. Patel, Agent, Jogta-11 seam, Shri A. N. Das Gupta, Assistant Manager, Sendra Colliery, Shri Rampada Halder of Angarpathra and Shri M. Bhattacharji, Manager of the Jogta colliery.

6. Before I proceed any further it will be better to mention that the average raising of the Jogta colliery come to 7,000 tons per month, and the number of workers are about 1200 and the tub capacity is 30 c.ft. In Mudidih colliery the average raisings are about 30,000 tons per month and the tub capacity there is 36 c. ft. In Jogta 11 seam the average raisings are 1200 to 1800 tons per month. The number of workers are about 225 and the tub capacity is 40 c.ft. In Sendra colliery the average raising is 12,000 to 13,000. The number of workers involved is 1500. The tub capacity is 30 c. ft. In Gaslitand the average raisings are at present 9,000 on account of certain special reasons but the raisings formerly were about 13,000 tons. At present the number of workers is about 1400 although a year ago it was 2,000. The tub capacity in that colliery is 30 and 36 c.ft. In Union Angarpathra the average raising is 9,000 to 10,000 tons monthly. The number of workers involved is about 1200.

7. I have prepared a note from the evidence of the witnesses which is Appendix 'A' to this award to show the comparative rates of payments to the various kinds of workers in their respective collieries. Mr. Platts, Acting Manager of the Mudidih colliery has mentioned various figures by looking at his notes and books but he has not seen the Jogta colliery in which this dispute has arisen. Shri R. C. Patel, Agent of the Jogta 11 seam has produced Ex. C showing the prevailing rates in his colliery. Mr. Keegan, Acting Agent, Gaslitand colliery has made one important statement and that is that Ex. 13 has not been countersigned by the manager, because he says that it was not signed by Mr. Blomfield or Mr. Fernandez or Mr. Buxton who were the previous managers in succession whose handwriting he knew. Therefore a lot of argument advanced on the basis of Ex. 13 by the Union should be brushed aside. He has also produced Ex. 15 and 15A which gives the rates of workers in his colliery. I need not dilate upon the evidence of Shri G. D. Jha, Manager, Tata Sijua colliery.

8. Shri Chitambar's evidence is of importance on the question of providing quarters for the workers. He says that most of the collieries are not able to provide

quarters, and if no quarters are available no payment is made in lieu. He adds that he does not remember to have seen any circular regarding the fixing of minimum wage about piece-rated workers. Shri Rampada Haldar witness No. 3 for the employers produced Ex. O2 regarding wages of different types of workers in Union Angarpathra colliery. Though he is an office clerk Ex. C2 produced by him was certified by the manager as correct. Shri M. K. Bhattacharyya produced C3. He is the manager of the Jogta colliery and Ex. C3 gives the rates of various types of workers in the Jogta colliery. He admits that overmen do shift duties and if they do work outside their shift time they are paid overtime. He has produced Ex. G in reply to Annexure 'B' of the Union's statement. This is with regard to the provision of accommodation to the various workers mentioned therein. Shri A. N. Das Gupta, Assistant Manager of the Sendra Colliery witness No. 2 for employers has produced Ex. C1 showing the rates that are being paid to the various types of workers in his colliery. So far as overmen are concerned he says that overmen in his colliery are not entitled to Sunday and overtime. He makes one important statement that the wage rates in his colliery depend on the working conditions but not on the amount of raising of coal. He also says that Bird & Co. and Heilgers are amalgamated. His evidence is of some importance on the question of wage rates which deals with this particular demand because it is in line with the statement of Mr. Keegan, witness No. 2 for the workmen. In the first sentence of his cross-examination Mr. Keegan said that the principle that is followed in fixing wages of workers is as laid down in the C. B. Award and as per Government directions from time to time, and also the workman's qualifications, length of service and efficiency are taken into consideration.

9. Looking at the figures in Appendix 'A' of this award, it will appear that in some cases the rates are the same as in Jogta. For example I will take first item about short-flrer. He gets As. 11/6 at Jogta, As. 11/6 at Union Angarpathra, and in Mudidih he gets Rs. 1 and As. 14. Whereas in Sendra the short-flrer gets As. 14 and As. 12. There is a difference between Mudidih and Sendra itself, as has been said by Keegan, as well as other witnesses. Shri Das Gupta, witness No. 2 for the employers said that much will depend upon the working conditions and not on the amount of raisings. So far as the Line Mistry is concerned, which is item No. 3 of the Appendix 'A' of this award, he gets in Sendra and Gaslitand As. 13 and in Jogta he gets As. 11/9 but in Mudidih he gets As. 13 whereas in Jogta 11 seam he gets As. 8/9. Instances may be multiplied and it is very difficult to formulate a hard and fast rule by which the wages can be fixed. I have gone through each of the item in Appendix 'A' of this award and I find some difficulty in formulating a general rule by which the wages can be raised or lowered. The management further point out that the wage structure is different in different collieries and their own wage structure is based chiefly on Ex. 10.

I am afraid I cannot interfere on the materials before me, with the wage structure. The demand is disposed of accordingly.

DEMAND No. 2

The raising contract system should be abolished immediately as per agreement dated 16th June 1948

10. The statement of the Union is only what has been mentioned in this demand and says that after the management had agreed to abolish the raising contract system they should not have continued it. The agreement is Ex. 3 and it is filed by the Union and item 11 is the item on which the union is relying. It runs as follows:

"The raising contract system will continue upto the 31st December 1948 according to existing contract and the management will take steps to abolish it thereafter."

case for the Union is that although the raising contractor was there at the time of agreement was made he has been removed and a new man has been appointed in seam No. 10 in 1949 and that goes against the spirit of the agreement that was entered into in Ex. 3. The management on the other hand submit that the raising contractor mentioned in Ex. 3 was dismissed as agreed. But a new seam was opened and for that raising contractor was required and therefore this point cannot be agitated now especially when reference is made to Ex. 10 which is another agreement dated 24th February 1950. The management refers to the particular sentence which runs as follows:

"The union representatives agreed to forego other demands if this principle was formulated and agreed by the parties concerned."

The agreement was with regard to the wage rates and other things. This matter was not agitated at that time and therefore the management says that they are not bound to abolish the system of raising contract—They also refer to

Exhibits B and B1. Ex. B is a letter from the Chief Inspector of Mines complaining that some of the stocks were over-reported and the reply to that letter is Ex. B1 dated 9th February 1951. They say that the munshis are not doing their work properly and this sort of mistake is bound to happen if the system of raising contractor is abolished. These two Exs. B and B1 were placed before the Tribunal in support of the statement made in the written statement by the management that some times in the case of direct workings the supervisory staff cause loss to the company by giving wrong figures. I think that considering the small proportion of persons working under a raising contractor a case for total abolition of raising contract system has not been made out.

DEMAND No. 3

Those workers who have not been favoured with the quarters should be given reasonable rent as agreed in the agreement dated 16th June 1948

11. The agreement dated 16th June 1948 is Ex. 3 of this Tribunal, and the reference is to item No. 1 of that agreement. The Union's case is that the persons mentioned in Annexure 'B' of the written statement have not been given any allowance for house rent. The list contains 28 persons. The management on the other hand contend that although the union in their written statement generally mentioned that arrears have not been paid but the period has not been mentioned nor the amount for which the demand is being made. They further point out that unless a demand is made for the quarters and a quarter is not assigned to a worker he is not entitled to get anything in lieu of house rent. They also point out that out of 28 names mentioned in Annexure B of the written statement of the Union 25 are living in colliery quarters except No. 11 Rasool Mia, No. 14 Amrit Mahato, No. 16 Dalu Mia whose names appear in Annexure B of written statement of the Union. They do not require quarters as they live in the nearby villages. Ex. G, page 1 shows the names of persons who are occupying quarters and Ex. G page 2 shows the names of persons who refused quarters. Moreover, the management point out that they have constructed one block of family quarters and another block of mess quarters. They also submit that they are absolved from any liability in cases where an employee though offered a quarter has not chosen to accept for reasons of his own. No complaint has been made that such and such person wanted to be provided with quarters and that they have not been provided with quarters by the management. Moreover, they also submit that at the time of employing workers the management asked them whether they would like to be provided with quarters and the management always prefers to engage men who do not need any quarters. Therefore this question of payment in lieu of quarters should not be allowed. Ex. 'A' has been referred to by the management to show that no demand for payment in lieu of quarters has been made out in the agreement dated 19th October 1947.

The general statement by Janab I. H. Khan that the writings produced by the company were taken under compulsion cannot for a moment be accepted in the absence of any evidence in support of it.

In this connection reference may be made to the observations of Shri Kamerkar which has been quoted in the award given by Shri P. S. Bakhle, Industrial Tribunal, Bombay, in the dispute between Ford Motor Co. of India Ltd. and their workmen, published in (1951) Vol. II, L.L.J., page 121 to page 123. It runs as follows:

"The question of providing suitable housing, medical relief, education, social security schemes or benefits and facilities for cultural development is truly the concern of the state and not of the employer. It is true, the state may require the employer to contribute to the financing and maintenance of this scheme, but the concern is primarily of the State."

This demand by the Union, in view of the above materials placed before this Tribunal, cannot be acceded to.

DEMAND No. 4

A school building should be given immediately for the education of the children as agreed in the agreement dated 16th June 1948. The minimum salary of the teacher should be Rs. 60 P.M. and also the privileges and facilities should be given to him like Mudidh Colliery's Teachers with retrospective effect from 16th June 1948.

12. The item in Ex. 3 to which reference has been made during the course of the argument is item No. 2, upon which reliance has been placed by the Union. It runs as follows:

"The management agreed to provide free primary education to the children of workers by providing one teacher and one building for the school

and till the building will be built the management will pay Rs. 40 per month for the teacher and when the building is built the management will provide a teacher also."

A reference has also been made to a letter dated 6th July 1948 which is Ex. J, 17 and 18 in which in part B of the letter addressed by the management to the General Secretary, in para 2 it is mentioned that the question of constructing a building for a free primary school was under the consideration of the management; and the actual work would be taken up after the selection of the site and collection of necessary building materials. In the meanwhile the monthly contribution of Rs. 40 as volunteered before the Regional Labour Commissioner would be paid. The management is actually paying Rs. 40 towards the teacher's salary. I have very grave doubts whether the question of asking the management to raise a building for a school is an industrial dispute. Shri Saran appearing on behalf of the Union referred to A.I.R. 1951, Madras, page 616 at page 622, where some decisions from Australia have been referred to. He relied upon the observations in the judgments from Australia. But looking at the judgments from where they are quoted it appears that the learned judges of the Madras High Court did not accept the propositions laid down therein because in India we have to deal with statutory law where industrial dispute has been distinctly defined. The same defect arises with regard to the raising of the pay of the teacher. It is a sort of voluntary contribution and although the Tribunal may feel that Rs. 40 a month is too small a pay and it should be raised to a figure like Rs. 50 it cannot be in the shape of an award but only in the shape of a recommendation.

DEMAND NO. 5

Miner's sirdary commission should be given according to the neighbouring collieries and also as per recommendation of S.P.O., I.M.A. on July 17th 1948 and decision of C.L.C. on 6th August 1948 and also S.P.O.'s letter on 8th August 1948 and the agreement made between the Union and the Company on 14th September 1948 on this subject should be treated as cancelled.

13. The union suggests that the miners' sirdar should get a minimum commission of As. 1/3 per tub with retrospective effect. The rely upon Ex. 3, item No. 12, which says that the commission for the miners sirdar should be increased with effect from 12th May 1947 according to the Conciliation Board Award. Now the C.B. Award does not say anything about the commission to sirdars. Ex. 4 is a letter from the Senior Personnel Officer, Indian Mining Association, in which he says that he is taking up the question of payment of commission at the rate of As. 1/3 per tub with Shri Bajpaie of the head office. Ex. 5 is a letter from Shri Bajpaie in which he requests Shri B. P. Sinha, President of the Union to reconsider the question as it had evidently been raised under some misapprehension. Ex. 1 was also referred to and it is not clear why this was referred to, excepting for the purposes of showing that 0.0.9 has been included in the wages of quarry miners whereas in other cases it has been stopped. There is a letter dated 20th July 1948 written by Shri Bajpaie to Shri Chitambar in reply to Exs. 4 and 5. Reference has also been made to Ex. J, at page 17 and 18, para 9. There is a letter addressed to the Secretary of the union Ex. 13, page 2, in which sirdari rate is mentioned. But Ex. 13 has been doubted by the other side and it is not very clear to me how it can be used for the purposes of this case. Ex. 13 is supposed to be signed by some officer of the company. Mr. Keegan of the Gaslitand colliery says that Mr. Buxton, or Mr. Bloomfield or Mr. Fernandez have not signed Ex. 13. They were managers in succession in the order mentioned. I am therefore of opinion that the information contained in Ex. 13 unless it was signed by some manager and proved by someone connected with the colliery that it has been signed by one of the managers, cannot be acted upon. The management further point out that item No. 12 of Ex. 3 has now become null and void in view of the fact that all this correspondence ended in Ex. 8 of 14th September 8 which settled all disputes. There are certain names mentioned in document 8 about which Janab I. H. Khan admitted that these were names of the miners' sirdars but later on he was not sure who they were. Ex. 13 refers to miners' sirdars and in support thereof the management has pointed out that from the vouchers Ex. H series all amounts are being paid. These were paid under the agreement Ex. 8. They also referred to *Gazette of India*, page 853 dated 25th May 1949, issue No. 12. On this point the company's statement is very significant. They say that there is no such person as miner sirdar in the Jogta colliery and then refer to various exhibits to show that the management has finally settled by agreement Ex. 8.

On the materials before me I am of opinion that in view of Ex. 8 and Ex. H series where some payments to people have been shown as bakshis I am afraid I am not prepared to give an award in favour of the union on this demand.

DEMAND No. 6

The trammer's minimum wages should be Rs. 1-14-0 per day and they should not be allowed to work for more than 8 hours a day just like the miners working in your colliery and the Trammings Sirdary should be paid according to the neighbouring collieries.

14. In their written statement the union simply says that these trammers should get Rs. 1-14-0 per day and their sirdars should get Rs. 6 per week ; Sirdari plus the wages of a hookman. In reply in paras. 18 and 19 of the written statement the management says that the wages now being paid to the trammers who are all piece-rated workers are in conformity with the provisions of the C.B. Award and subsequent agreement and there is no reason for the increase in the wages of trammers at this stage. They also say that there is no trammer sirdar at Jogta Colliery. It is admitted by Janab I. H. Khan that the trammers are piece-rated but he expects that there should be enough work so that they may earn Rs. 1-14-0. He refers to letter dated 28th September 1951, Ex. 14, page 2. This is really an agreement between the management of the Gaslitand colliery, Sijua, and the workers Union there. This does not help us very much in settling this particular point. Then reference has been made to Ex. 14A dated 29th September 1951 in which the manager says that:

"In case trammers earning comes less than at present we are compensating at Rs. 1-14-0 per day."

In the face of the admission by the management the claim of the union may at first seem to be justified that the minimum should be Rs. 1-14-0 per day. The letter is signed by Mr. Dundes. The management on the other hand say that they are paying Rs. 1-9-0. The management also point out that in the letter Ex. J page 13 dated 8th February 1949 the Secretary of the Union Janab I. H. Khan in para 4 said that the minimum payment to the trammers has been fixed by C.B. Award at Rs. 1-9-0. The trammers working on less wages than this should be compensated. That being the statement of the Union itself as late as February 1949 Shri Bhattacharjee's statement that those who are getting less than Rs. 1-9-0 are compensated by the management seems to be quite in agreement with the real state of affairs. So far as the number of trammers is concerned that should be left to the discretion of the management. *Ex gratia* payments are made to trammers says Shri Chatterji on behalf of the colliery. There are no trammers sirdars as will appear from Ex. H. How the trouble is that these general demands are made but no specific instances have been given by the Union. If the Union itself accepted the situation that Rs. 1-9-0 was the minimum rate fixed by the C.B. Award I think there is nothing more to be done. If there are no trammers sirdar then no question arises about them. If there were any specific instances something could be done. The union has been referring very often to conditions in other collieries. Reference was made to Ex. 14 but that is an agreement between the management of the Gaslitand colliery and its workers. What is important is that the rates fixed therein is by agreement. It cannot be said as a general rule that every trammer should get Rs. 1-14-0. The important passage is to be found in para 1 of Ex. 14 at page 2.

On the materials before me I do not think that an award in favour of the Union can be given on this demand.

DEMAND No. 7

The lead and lift which have not been paid according to the rule should be paid with retrospective effect.

15. In the written statement of the Union simply repeats what the demand is. The management on the other hand, submit in para 21 of their written statement that the statement of the union that lead and lift payments are not being paid according to law is quite baseless. As a matter of fact there might have been some occasions when there was some delay in preparing bills but when the bills are prepared they were paid promptly. The management further submit that they have been carrying out the instructions in the C.B. Award and other agreements applicable to the industry as a whole. They also submit that the question of lead and lift depends on the position of the tram line and working faces from day to day.

In the course of the argument Janab I. H. Khan submitted that although the miners were getting payments according to C. B. Award after 7th February 1950 the date of strike notice but according to Ex. 12 a note by the Labour Inspector the Dearness allowance should be shown separately from the basic payment. To this management agrees and my award will be that dearness allowance and basic payments for lead and lift should be shown separately. My attention has been

drawn to Ex. 14A, dated 29th September 1951, and to a letter dated 4th October 1951 in which the management says that they were compensating if the earnings become less than the amount prescribed by the C. B. Award. They also say that basic and dearness allowance are shown separately for wages. As the management has started paying according to the C. B. Award after 7th February 1950 I do not pass any orders with regard to retrospective payment. Shri Chatterji appearing for the management agrees that henceforward the basic and dearness allowance will be shown separately but I think that the only order I can pass - this connection is that the basic wages and dearness allowance should be shown separately. I pass no order with regard to retrospective effect because in the course of the argument Janab Khan admitted that they are paying according to C. B. Award after the strike notice of 7th February 1950. This demand is disposed of accordingly.

DEMAND No. 8

The Coolies and Kamins (Earth Cutters) attendance bonus which has not been paid should be paid with retrospective effect and this should not be deducted from their rates.

16. The statement of the Union on this demand is that all the earth cutters should get in addition to their wages attendance bonus according to the rules with retrospective effect. They also rely on para. 23 of the management's written statement which runs as follows:

"The attendance bonus according to rules has always been and is now being paid to all earth cutters. Any allegation to the contrary is wholly baseless. As a matter of fact since the earth-cutters are all engaged on contract basis of piece-rates their attendance bonus was included in the rates. But objection being taken at a recent date, this is now being paid separately."

The difficulty in this case also is that no specific instance has been pointed out. On the other hand the management refer to Ex. 3, clause 9, which is an agreement dated 16th June 1948, which says:

"According to the management the Munda earth cutters are paid attendance bonus but if the same is proved not to have been paid according to S.P.O., I.M.A. decision the dues up-to-date shall be paid by the management."

At first it was included but it is now shown separately. For this Ex. 11 should be referred to and it is shown as cash concession at column 9. My attention has also been drawn to the Union's statement in para. 8 which claims bonus according to the rules and the rules are being followed. No breach of the rules has been pointed out.

The award on this demand is against the Union.

DEMAND No. 9

Not more than 6 persons should be allowed to load one Wagon and when there is no Wagon the Loaders should be paid Wages for forced idleness provided the company do not provide with suitable alternative job.

17. As a general proposition there is not much to be said against this demand, that is to say, that if the wagons are not available I should certainly order that the loaders should be provided with suitable jobs or if suitable jobs are not provided they should get forced idleness allowance. The management say they have carried out this demand and they refer to Ex. J, page 13, para. 7, in which the Union complained that the loading coolies are given unsuitable jobs when there are no wagons and then company saves forced idleness money. The reply to this letter is Ex. J page 11 and 12, para. 8, where the management says:

"The wagon loaders have been required to stack coal or load coal into trucks on their usual basis of payment but they declined to accept the job as aforesaid. I do not find any difference between loading coal into wagons and stacking coal in the depot or loading coal into trucks and if such work even is not considered suitable I would like to know what is your idea of a suitable alternate job."

After this the union kept silent.

Anyhow for future guidance I would give the award that if the wagon loaders are not provided with wagons they should be given alternate jobs. If the alternate jobs are not given forced idleness allowance should be given. So far as the fixation of minimum of 6 workmen for loading every wagon is concerned we will have to look to the position taken up by the company also. The company is prepared to accept the minimum at 6 for slack coal. I think it is quite of reasonable attitude but with regard to other kinds of coal the present figure of 8 is quite alright.

DEMAND No. 10

As the miners are working for three shifts and so the other staff should be made three shifts.

18. This demand has not been pressed because the shifts have been re-arranged recently as suggested by the Union.

I therefore give my award in terms aforesaid this the 23rd November 1951.

S. P. VARMA,

Chairman,
Central Government's Industrial Tribunal, Dhanbad.

DHANBAD;

Dated the 23rd November 1951.

APPENDIX "A"

Comparative Statement of Wage Rates

	Jogta	Mudidih	Jogta li seam	Sendra	Gasitan	Angarpathra	Remarks
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1. Shot-firer	0 11 6	1 0 0 0 14 0	..	0 14 0 0 12 0	..	0 11 6	
2. Prop mistry	0 13 0	0 14 0	0 13 0	0 14 0	0 12 0 0 11 0	0 9 9 0 10 9	
3. Line Mistril	0 13 6 0 11 9	0 13 0	0 8 9	0 13 0	0 13 0	..	
4. Elec. Fitter . . . . .	..	0 8 0 to 0 13 0	..	1 0 0 to 1 4 0	45 0 0 to 70 0 0	81 0 0 (monthly)	
5. Boiler Ash Cleaner	11 0 0 8 4 0 12 0 0	..	0 5 0	0 5 0	0 5 0 0 8 0	0 5 0	
6. Hospital Boy	0 8 0	..	..	0 8 0	0 8 0	0 8 0	
7. Engine Khalasi	15 3 9 16 6 3 ..	0 11 0 17 14 0	0 8 9 14 3 6	0 11 0 17 14 0	21 0 0 24 12 0	18 12 0 16 4 0	
8. Fireman	15 3 9 16 6 6	..	0 9 7½	0 11 9 19 1 6.	26 14 0	0 9 6 14 7 0 to 0 12 6 20 5 0(mon- thly)	
9. Chaprasi	16 12 9 20 0 0	0 11 0 & 0 12 0 17 14 0 19 8 0 22 0 0	0 8 3 13 6 6	0 12 0 19 8 0 18 0 0 to 20 0 0	18 0 0 to 22 8 0	17 4 0 21 12 0 to 20 0 0 22 8 0	

	Jogta	Mudidih	Jogta 11 seam	Sendra	Gaslitan	Angarpathra	Remarks
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
10. Mining Sardar	24 0 0	1 0 0 26 0 0 0 14 0 22 12 0 30 8 0 to 35 0 0	21 4 0	30 0 0 to 42 0 0	30 0 0 to 35 0 0	26 0 0 to 30 0 0	
11. Moverman	40 0 0 50 0 0	37 8 0 to 55 0 0	30 0 0	65 0 0 to 70 0 0	45 0 0 to 50 0 0	50 0 0 to 60 0 0	
12. Despatch clerk	43 0 0	28 0 0 to 34 0 0	45 12 0	65 0 0	70 0 0	75 0 0	
13. Timekeeper . . . . .	..	50 0 0	19 0 0	50 0 0	90 0 0	..	
14. Bill-clerk	23 13 3	45 0 0	..	40 0 0	..	35 0 0	
15. Store-keeper	48 0 0	83 0 0	72 8 0	75 0 0	120 0 0	40 0 0	
16. Magazine-in-charge	19 3 3	30 0 0	..	..	60 0 0	..	
17. Surveyor	60 0 0	170 0 0	..	150 0 0	240 0 0	130 0 0	
18. Office-clerk . . . . .	..	28 0 0 to 35 0 0	19 0 0	30 0 0	55 0 0	24 0 0	
19. Rice-issue clerk	24 0 0	28 0 0 to 34 0 0	..	34 0 0	50 0 0 40 0 0 35 0 0	47 8 0	
20. Medical Officer	183 9 0	255 0 0	..	185 0 0	210 0 0	130 0 0	
21. Compounder	30 0 0	60 0 0 & 70 0 0	..	65 0 0	45 0 0	22 0 0	
22. Sweeper Supervisor	No such designation in any of these collieries.						

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23. Carpenter	0 13 6 & 0 14 0	0 14 0 31 8 0 1 3 4.6	0 9 7½	0 14 0 1 4 0	22 8 0 25 0 0 26 0 0 40 0 0 0 13 10 to 1 8 7.4	0 10 0 40 0 0 1 8 7.4 (daily)
24. Cashier	63 0 0	75 0 0	50 0 0	60 0 0 to 85 0 0	210 0 0	91 0 0
25. Asstt. Cashier . . . . .	..	35 0 0	..	30 0 0 & 43 0 0	81 0 0 & 90 0 0	45 0 0
26. Loading-supervisor	43 0 0	37 0 0 and 55 0 0	18 0 0	65 0 0	..	32 8 0
27. Loading-Chaprasī	16 12 0	0 9 0 14 10 0	0 8 3 13 6 6	19 0 0	18 0 0 20 0 0 and 24 0 0	17 4 0
28. Attendance clerk	22 0 0 & 24 0 0	28 0 0 to 30 0 0	0 8 3 13 6 6	28 0 0 & 30 0 0	28 0 0 & 29 0 0	28 0 0 to 28 0 0
29. Munshi	23 13 3	..	0 8 3 13 6 6	0 12 0 19 8 0	..	19 4 0 to 22 0 0
30. Wagon-loaders	0 2 0 to 0 2 4.8	0 2 7½ 0 1 10½	0 2 3 0 3 6	9 6 0 10 0 0	7 8 0 8 0 0	7 6 0 8 5 0

[No. LR-2(300).]

N. C. KUPPUSWAMI, Under Secy.

New Delhi, the 28th November 1951

S.R.O. 1956.—In pursuance of clause (d) of section 4 of the Employees' State Insurance Act, 1948 (XXXIV of 1948), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the Ministry of Labour, No. SS. 21(2) (2), dated the 6th September, 1948, namely:—

In the said notification, for item (14), the following item shall be substituted, namely:—

"(14) Dr. H. B. Mohanty,

Secretary to the Government of Orissa,

Labour Department, Bhubaneswar.

[No. SS.12121(53).]

P. S. EASWARAN, Under Secy.

New Delhi, the 28th November 1951

S.R.O. 1957.—In exercise of the powers conferred by section 4 of the Mica Mines Labour Welfare Fund Act, 1946 (XXII of 1946), read with sub-rule (1) of rule 3 of the Mica Mines Labour Welfare Fund (Bihar and Madras) Rules, 1948, the Central Government hereby appoints Shri S. C. Mukherji, Commissioner of Labour, Bihar as a member of the Advisory Committee for the State of Bihar constituted by the notification of the Government of India by the Ministry of Labour No. M. 29(8)50, dated the 11th May 1951 vice Shri R. S. Pande.

[No. M.29(8)/50.]

New Delhi, the 3rd December 1951

S.R.O. 1958.—In exercise of the powers conferred by section 29 of the Indian Mines Act, 1923 (IV of 1923), the Central Government hereby directs that the following further amendment shall be made in the Indian Metalliferous Mines Regulations, 1926, the same having been previously published as required by sub-section (1) of section 31 of the said Act, namely:—

For sub-regulation (2) of regulation 1 of the said Regulations, the following sub-regulation shall be substituted, namely:—

"(2) They extend to the whole of India except the States of Mysore and Jammu and Kashmir".

[No. M.41(21)/51.]

P. N. SHARMA, Under Secy.

New Delhi, the 3rd December 1951

S.R.O. 1959.—The following draft of an amendment to the Industrial Disputes (Central) Rules, 1947, which the Central Government propose to make in exercise of the powers conferred by section 38 of the Industrial Disputes Act, 1947 (XIV of 1947), is hereby published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 25th December 1951.

Any objection or suggestion which may be received from any person in respect of the said draft on or before that date will be considered by the Central Government.

Draft Amendment

After rule 21A of the said Rules, the following rule shall be inserted, namely:—

21B. *Fees for copies of awards or other documents of Tribunals.*

(1) Fees for making a copy of an award of a Tribunal or any document filed in any proceeding before a Tribunal shall be charged as follows:—

(a) for the first 200 words or less, 12 annas,

(b) for every additional 100 words or fraction thereof, 6 annas.

(2) For certifying a copy of any such award or document, a fee of Re. 1/- shall be payable.

(3) Copying and certifying fees shall be payable in cash in advance.

(4) Where a party applies for immediate delivery of a copy of any such award or document, an additional fee equal to one-half of the fee leviable under this rule shall be payable.

[No. LR.1(199).]

S.R.O. 1960.—In pursuance of section 17 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby publishes the following award of the Industrial Tribunal, Dhanbad in the matter of applications under sections 33 and 33A of the Industrial Disputes Act, 1947.

AWARD

CENTRAL GOVERNMENT INDUSTRIAL TRIBUNAL AT DHANBAD

PRESENT:

Shri S. P. Varma, B.A., Barrister-at-Law, *Chairman.*

PARTIES:

The Management of the Tata Aircraft Limited at Titaghur Air Depot.

AND

Their workmen

APPEARANCES:

For the Company:

Shri S. M. Basu, Director, Tata Aircraft Limited.

For the Union:

Shri B. K. Easu, President, Titaghur Air Depot Mazdoor Union.

Applications under sections 33 and 33A of the Industrial Disputes Act, 1947 by the management and the Union arising out of Ref. No. 11 of 1951.

These applications under sections 33 and 33A of the Industrial Disputes Act 1947, arise out of Reference No. 11 of 1951 of this Tribunal. The reference itself is dated 27th April 1951, but the notification was published in the *Gazette of India*, dated the 5th May 1951. Although the award itself was dated 25th August 1951, it was published on 8th September 1951.

2. I shall deal with the application under section 33 filed by the management which is dated 22nd May 1951. By this application the management wanted permission to retrench some of their superfluous staff from time to time and also wanted condonation of the discharge of five of the workers named below:—

- | | | |
|--------------------------|---|-------------------------|
| 1. N. S. Sen Gupta. 288. | } | <i>Motor drivers.</i> |
| 2. Mohammed Habib. 283. | | |
| 3. G. C. Mookerji. 9169. | } | <i>Security guards.</i> |
| 4. S. Singh 9167. | | |
| 5. G. C. Sanyal. 9187. | | |

This application was further supplemented by an application dated, 24th August 1951. At the time of hearing as they did not discharge any of their workers during the pendency of the proceedings before the Tribunal in Reference No. 11 of 1951 they prayed for withdrawal of their application. But they prayed that their act of discharging 5 persons named above should be condoned under the circumstances of the case. So the bulk of the application need not be gone into, but the only question is as to what should be done with regard to these five persons. I shall deal with the matter more fully while dealing with the second application filed by the Union under section 33A of the Industrial Disputes Act, 1947, for I find that there is no provision under the Industrial Disputes Act, 1947, for condoning the action like the one taken by the management in this case.

Applications under section 33A of the Industrial Disputes Act, 1947 filed by the Union

3. Both the applications are dated 30th August 1951. In the first application the Union say that the supplementary application of the management dated 24th August is an attempt to introduce a change in the condition of service. To understand this application a few words are necessary. A notification No. D.27(49)/47, dated 20th August 1951 was issued by the Government of India in the Ministry of Works, Production and Supply, by which the dearness allowance was increased and this notification was to take effect from 1st June 1951. In para. 3 of that notification it was mentioned that if the employees concerned were to get any bonus from the company these additional concessions should not be extended to them. The company wanted to act upon it and it is this matter which is the subject of complaint in the first application by the Union. After having seen that notification I do not see there is any force in the objection of the Union nor was this application seriously pressed by Shri B. K. Basu appearing for the Union.

I would not pass any orders against the management on this application.

4. The second application by the Union of the same date as that of the first application gives a list of 37 persons who according to them were discharged during the pendency of the proceedings in Reference No. 11 of 1951 before this Tribunal. Out of these 37 only 5 were discharged on 10th May 1951 for which the management itself wanted condonation. Those names have already been given while dealing with the section 33 application of the management. The other persons were discharged before the notification was published in the *Gazette of India*. With regard to them there can be no genuine grievance. But those who were discharged on 10th May 1951 and for which the management wants condonation, I am afraid the management have acted admittedly in contravention of section 33 of the Industrial Disputes Act, 1947. Considering that the application was made when the number of workers were found superfluous on account of the change in circumstances I do not think that an order for reinstatement should be passed in this case. These five persons were discharged under the rules of the company and were paid on discharge according to those rules prevailing in the company but they are entitled to some sort of compensation. I would therefore award each of them a month's pay with the usual emoluments as compensation in addition to what they were paid at the time of discharge. The salary will be at the rate they were getting in the month when they were discharged.

5. In the result my award on these applications is that the management is allowed to withdraw its application except with regard to those five persons whose discharge is sought to be condoned by this Tribunal. There is no merit in the application of the Union in which they say that the conditions of service will be changed in view of the Government notification dated 20th August 1951 [No. D.27(49)/47]. There is no case made out by the union in their application complaining that conditions are going to be changed.

With regard to the second application of the Union I hold that only 5 (five) persons were discharged after the notification was published in the *Gazette of India* and in the case of these five persons I allow compensation to each of them one month's pay with the usual emoluments.

I give my award on these applications in terms aforesaid this the 24th November 1951.

S. P. VARMA,

Chairman,

Central Government's Industrial Tribunal,
Dhanbad.

DHANBAD;

Dated the 24th November 1951.

[No. LR-2(338).]

ORDERS

New Delhi, the 28th November 1951

S.R.O. 1961.—WHEREAS an industrial dispute exists between the management of each of the insurance companies in Calcutta mentioned in Schedule I and its workmen *inter alia* in respect of the matters specified in Schedule II;

AND, WHEREAS the Central Government considers it desirable to refer the dispute for adjudication;

NOW, THEREFORE, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central

Government hereby refers the said dispute for adjudication to the Industrial Tribunal at Calcutta, constituted under section 7 of the said Act.

SCHEDULE I

1. National Fire and General Insurance Company Limited, 7, Council House Street, Calcutta.
2. New India Assurance Company Limited, Calcutta Branch, 14, Netaji Subhas Road, Calcutta.
3. National Indian Life Insurance Company Limited, Mercantile Buildings, 9, Lall Bazar St., Calcutta.
4. National Insurance Company Limited, 7, Council House Street, Calcutta.
5. Calcutta Insurance Limited, 135, Canning Street, Calcutta.
6. Insurance of India Limited, 4, Clive Ghat Street, Calcutta.
7. Empire of India Life Assurance Company Limited, 17, Brabourne Road, Calcutta.
8. United India Life Assurance Company Limited, 22, Chittaranjan Avenue, Calcutta.
9. Rajasthan Insurance Company Limited, 23-A, Netaji Subhas Road, Calcutta.
10. All India General Insurance Company Limited, 7, Swallow Lane, Calcutta.
11. East India Insurance Company Limited, 135, Canning Street, Calcutta.
12. India Equitable Insurance Company Limited, 5, Southern Avenue, Calcutta.

SCHEDULE II

1. Scale of pay, dearness allowance and house rent.
2. Bonus.
3. Provident Fund or pension, gratuity, staff insurance.
4. Hours of work.
5. Leave—casual, privilege and medical.
6. Retirement age.
7. Security of service.
8. Overtime payment.
9. Free mid-day tiffin.
10. Provision for tiffin room, library and other similar amenities.
11. Medical aid.

[No. LR.90(120).]

New Delhi, the 3rd December 1951

S.R.O. 1962.—WHEREAS an industrial dispute exists between the Allahabad Bank Limited, and its workmen in respect of the matter specified in the Schedule hereto annexed:

AND, WHEREAS the Central Government considers it desirable to refer the dispute for adjudication:

NOW, THEREFORE, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby refers the said dispute for adjudication to the Industrial Tribunal at Calcutta constituted under section 7 of the said Act.

SCHEDULE

Whether the termination of the services of Shri B. N. Chaturvedi from the Aligarh Branch of the Bank on or about the 23rd December, 1950 was justified and, if not, whether he should be reinstated or suitably compensated.

[No. LR.100(5).]

S.R.O. 1963.—WHEREAS an industrial dispute exists between the management of the Amlabad Colliery and their workmen regarding the dismissal of Shri Madan Mohan Mishra;

AND, WHEREAS the Central Government considers it desirable to refer the dispute for adjudication;

NOW, THEREFORE, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby refers the said dispute for adjudication to the Industrial Tribunal at Dhanbad, constituted under section 7 of the said Act.

[No. LR.2(359).]

S. NEELAKANTAM Dy. Secy.